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Illustrated annual edition
of the Duluth daily news






840
ILLUSTRATED ANNUAL EDITION

OF THE

✓ DULUTH DAILY NEWS.

1888.



An Historical and Statistical Review of

✓ DULUTH

Minn.

The Metropolis of the New Northwest.

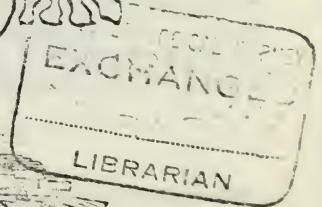
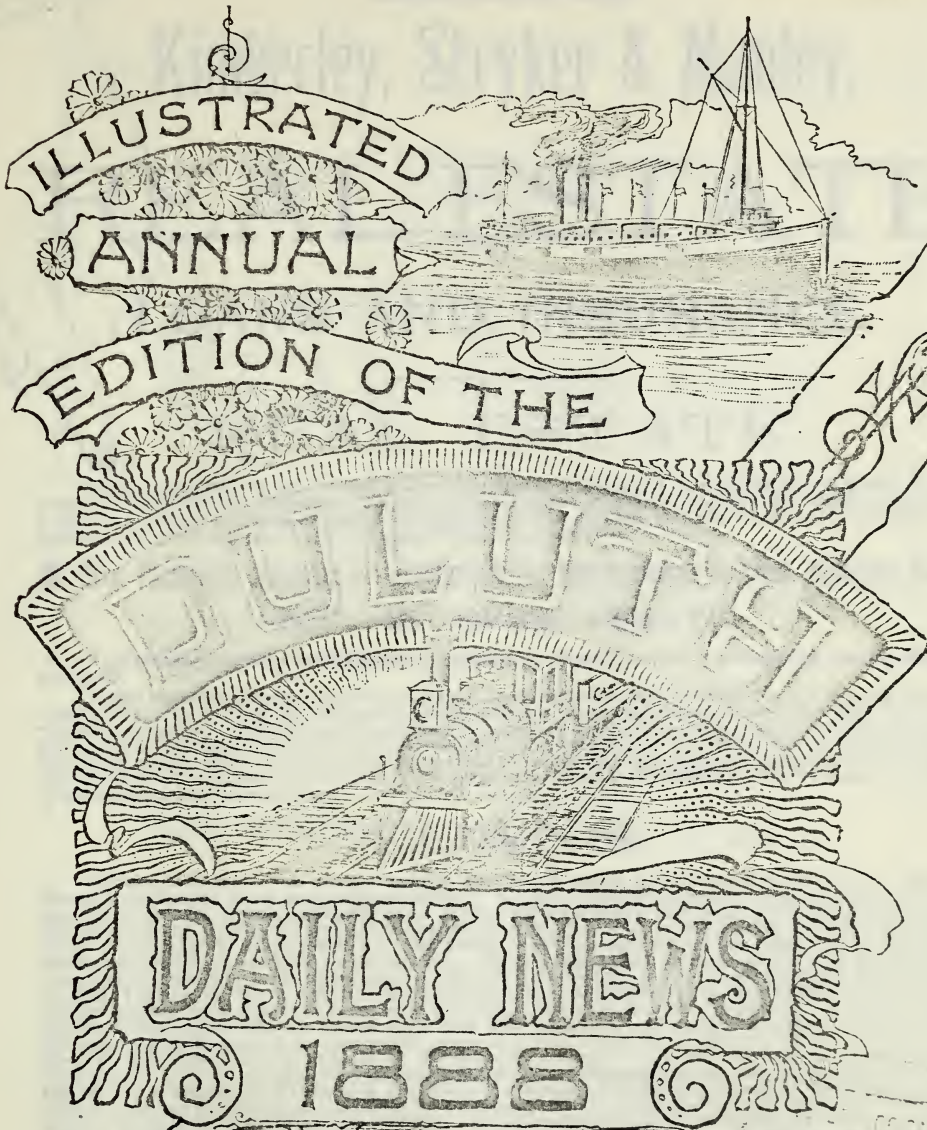
ITS PAST, PRESENT AND FUTURE.

A Compendium of Facts, Illustrated
with Original Engravings.

1888:
Duluth News Co. Printers and Binders,
Duluth, Minn.

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COMPLIMENTS OF
Kimberley, Stryker & Manley.

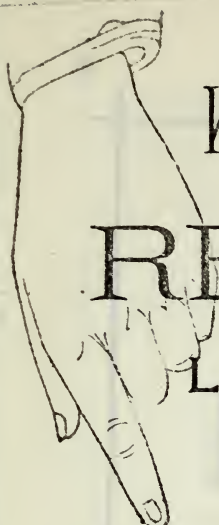
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ESTABLISHED 1881.



Kimberley, Stryker & Manley,

REAL ESTATE LOANS AND INSURANCE.

REAL ESTATE.

Our list of property is not excelled by any other firm in Duluth, and is complete in every class of real estate, also including West Superior. Business and Residence property, improved and unimproved. Acre Tracts for plating or of cheaper quality. Dock Property, the choicest and best localities for wholesale and jobbing houses, also for coal docks and manufacturing purposes.

We Give Particular Attention to Investments for Non-Residents in First Mortgage Loans AND IN REAL ESTATE.

We have placed several hundred thousand dollars for them in this way, and always to their Satisfaction and Profit.

In real estate investments we have two plans: 1st—We buy for them, securing the best bargains possible with perfect title, making no charge for buying but the usual commission when sold. 2nd—We buy on "investment contract," charging no commission for buying or selling, but guaranteeing the principal and 10 per cent, and receiving for our compensation one-half of the net profits. Property taken in name of parties furnishing money. They run no risk whatever, being sure to receive their money with eight per cent interest and also one-half of the net profits. Send for copy of this contract. By applying to our references the value of our guaranty can be ascertained.

LOANS.

We loan on improved real estate at current rates, being usually 8 per cent net to the lender. The procedure in this branch of the business is as follows: We receive applications only where the property to our personal knowledge is unquestionably worth double the sum asked, and the party borrowing worthy and entitled to credit. Usually our loans do not exceed 25 or 30 per cent of the value of the security. An abstract of title is furnished by the borrower, with certificates from the proper county officers as to taxes and judgments (all other liens are shown on the abstract). By an examination of these papers and the records in connection therewith by a competent attorney, we satisfy ourselves as to the ownership of the property to be pledged. Value being found sufficient and title good, the loan is closed by the execution of a note or bond and mortgage by the borrower, in accordance with the provisions of the law of Minnesota. The note is made payable wherever desired by the mortgagee, in New York exchange, and has coupon notes attached by which the interest is made payable semi-annually, unless otherwise stipulated between the parties. The improvements on any property are, as provided by the mortgage, insured in standard companies, and loss, if any, made payable to the mortgagee to the extent of his interest. After recording we forward the note and mortgage to the mortgagee, and if desired, also forward insurance policies and abstract of title with attorney's opinion. Having a good line of companies in our agency, we can furnish the insurance required in all cases, with no risk from delay or difficulty in insuring. A loan having been made, we collect the interest if desired without charge, and always see that taxes and assessments are promptly paid. All our charges are collected from the borrower, which include recording fees. In a business of above six years duration in Duluth, no person has lost a cent of principal or interest or money loaned. Our past record is, we believe, a sufficient recommendation.

INSURANCE.

We represent thirteen of the leading American and foreign companies of undoubted responsibility.

We invite Correspondence and will be pleased to answer all inquiries. Maps of Duluth and surrounding country, also papers and circulars, sent free upon application.

We refer to the American Exchange Bank, Duluth, Minn.; Duluth National Bank, Duluth, Minn.; First National Bank, Towanda Pa.; Bell & Eyster, bankers, Duluth; Rev. J. S. Stewart, D. D., Towanda, Pa.; Hon. Joseph Powell, Custom House, Philadelphia, Pa.; Hon. J. K. Newell, Wyalusing, Pa.; Q. W. Wellington, Banker, Corning, N. Y.

KIMBERLEY, STRYKER & MANLEY,

Offices 5 and 6 Duluth National Bank Building.

DULUTH, MINN.



Wm. C. SHERWOOD & CO.

Room 8, Metropolitan Block.

Duluth and Superior.

REAL ESTATE

AND

Mortgage Loans.

We constantly have for sale a very large list of BUSINESS, RESIDENCE, ACRE and DOCK properties, and quote BARGAINS to any one on application. We also have many offerings, and VERY CHEAP properties just across the Harbor in East and West Superior.

We have made large and numerous purchases for parties, many of whom never saw the city,

ALWAYS with SATISFACTION OFTEN with VERY LARGE PROFITS

We have exceptionally good opportunities to loan money on the most approved security, netting 7 and 8 per cent. Our pecuniary responsibility added to several years experience in Banking, also in Real Estate here, enable us to do this kind of business for our patrons in a safe and satisfactory manner.

Mortgage Loans.

We certainly think that parties interested in INVESTMENTS OR LOANS would do wisely in writing us for information, and WE ONLY ASK at those visiting the city should come in and EXAMINE OUR LISTS and compare prices with those of others before purchasing.

Investments Made on Joint Account.

Wm. C. Sherwood & Co..

Room 8 Metropolitan Block, DULUTH, MINN.

B. F. SMITH.

W. L. JACKSON.

SMITH & JACKSON, INVESTMENT AGENCY

We make a specialty of investing for Non-Residents. In our Joint Investment Plan we invest and GUARANTEE EIGHT PER CENT per annum, besides one-half of the net profits.

We always keep a well-selected list of Choice Properties in BUSINESS LOTS (improved and unimproved), RESIDENCE LOTS (improved and unimproved), and DOCK PROPERTY. Also ACRES suitable for Platting or Farming.

We also deal extensively in Pine and Iron Lands on Commission.

DON'T FAIL TO SEND for a Copy of Our JOINT INVESTMENT PLAN.

Satisfactory References Given.

Room 4, Metropolitan Block

DULUTH, MINN.

Parsons
BUSINESS COLLEGE,
Shorthand & Typewriting
INSTITUTE.

The only College that runs a regular bank of

REAL MONEY

And Gives a thorough

Actual Business Course!

More applications for graduates than we are able to supply. Send for Journal.

W. F. Parsons

SUPERIOR ACCOMMODATIONS
For the Traveling Public.

THE LAKE VIEW

This Hotel has recently been furnished throughout, refitted and many improvements added.

The Fishing is the Very Best in Minnesota.

For those who love to fish and
Live in a First Class Hotel,

This is the Place.

For Summer rates write the
LAKE VIEW HOTEL,
Two Harbors, Minn.

ARE YOU OFF FOR A TRIP THIS WINTER?

To Milwaukee, Chicago, Detroit, Cleveland, Toronto, Montreal, Ottawa or Quebec? To Washington, Baltimore, Philadelphia, New York or Boston? Perhaps you may be going to spend the winter in the South; at Aiken, New Orleans, Pass Christian, Pensacola or Mobile, or on the beautiful shores of the St. Johns at Jacksonville, St. Augustine or Magnolia Springs. It may be your desire to span the continent and while away your vacation 'mongst the fruits and flowers on the fair Pacific Slope at Santa Barbara, San Diego, Los Angeles or San Francisco.

Do you know that "The Popular Royal Route" reaches far toward all these resorts of business and pleasure, necessitating in most cases only one change of cars? You have tried its smooth roadbed, its safe tracks. You know how commodious and easy riding are its large and elegant coaches, and that its Palace Sleepers are not surpassed by any on the continent. You know that a meal on the Dining Cars of this favorite road is a better meal than is furnished on the Dining Cars of any other road. You have all spoken of the accommodating and gentlemanly conductors and train men. And the great convenience of our system of checking baggage through to destination. Now look at its through train and sleeping car service. "Duluth and Lake Superior to Madison and Chicago." "Duluth and Lake Superior to St. Paul and Minneapolis." "Minneapolis and St. Paul to Chicago." "Minneapolis and St. Paul to Milwaukee." "St. Paul and Minneapolis to Sioux City and Omaha." "St. Paul and Minneapolis via Omaha to Kansas City." "St. Paul and Minneapolis via Des Moines to Kansas City." "St. Paul and Minneapolis to Tracy, and Tracy to Pierre." "St. Paul and Minneapolis to Mitchell, Dakota." It is the short, quick route to all of the above. It is the day Parlor Car and Pullman Sleeping Car route all over the West. You cannot travel with perfect comfort, safety and despatch only via the popular "Chicago, St. Paul, Minneapolis & Omaha Railway."

E. W. WINTER, G. M. F. B. CLARKE, G. T. M. T. W. TEASDALE, G. P. A.

General Offices, St. Paul, Minn.

City Freight and Ticket Office, 112 West Superior Street.

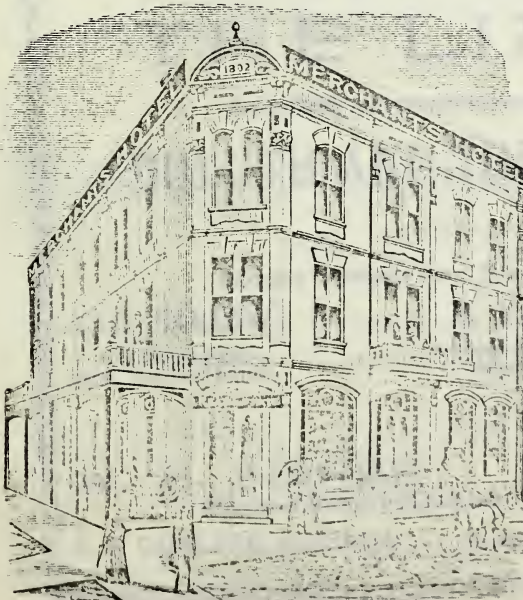
GEO. M. SMITH Gen. Agent.

J. A. BUTCHART.

A. MICHAUD.

MERCHANTS HOTEL.

J. A. BUTCHART & CO.



Centrally Located

And

FIRST-CLASS

In Every Respect.

SAMPLE ROOM

FOR

COMMERCIAL TRAVELERS.

Corner Superior Street and Second Avenue West,

DULUTH, MINN.

THE
St. Paul & Duluth Railroad

The Quickest and Best Line to

St. Paul, Minneapolis,
Stillwater, Chicago,
Milwaukee, Kansas City,
And All Points East, South and Southwest.

3 DAILY TRAINS EACH WAY 3

Sleeping Car Accommodations Secured and Baggage
Checked Through.

"THE LIMITED"

Runs Daily and consumes but Five Hours between

DULUTH AND THE TWIN CITIES.

Secure Tickets and Sleeping Car Berths of

A. C. BARLOW,
City Ticket Agent,
203 W. Sup. St., Duluth.

C. M. VANCE,
General Agent,
Duluth.

J. C. ROBINSON,
Ticket Agent,
Union Depot, Duluth.

W. H. FISHER,
General Superintendent.

E. F. DODGE,
General Ticket Agent.

G. F. COPELAND, Asst. Supt.

P. A. ROCKWELL, Asst. Gen'l Ticket Agt.



RICHARD CULLEN'S
Real Estate Exchange!

DULUTH, MINN.

Over 1,000 Lots
For Sale in the
City of Duluth

EAST AND WEST SUPERIOR.

Also several hundred thousand dollars worth of
Main Harbor Dock Property.

ACREAGE IN EVERY DIRECTION

At Lowest Prices.

Correspondence Solicited.

OFFICE:--Hotel LaPerle, 303 West
Superior Street.

Real Estate. _____ Pine Land.

M. H. ALWORTH,

30 and 31 Exchange Building.

A Full and Complete Set of

ABSTRACTS OF TITLE

To St. Louis Co., Minn.

Commission Dealer in

Real Estate, Pine and Iron Lands.

Pine and other Timber Lands Carefully
Examined and Estimated. Titles
Perfect and Taxes Paid.

PINE LANDS A SPECIALTY---TWENTY YEARS' EXPERIENCE

Correspondence Solicited.

Iron Lands.

Abstracts.

HOLGATE & DEVEY,
Real Estate Brokers.

We always have a complete list of

Business, Residence and Dock Property,

AND UNPLATTED LANDS.

All kinds of Duluth Property Bought and Sold for Non-Residents,
either on Commission or by Joint Investment.

Taxes Paid. Rents Collected.

Loans Placed at 8 per ct. per Annum.

CORRESPONDENCE SOLICITED.

Room 3 Exchange Building

DULUTH, MINN.



Read! Reflect! Act!

1st. There is no city of its present size on this continent that has as great a future as DULUTH.

2d. There is no city of its present size on this continent that will grow as rapidly from this time on as DULUTH.

3d. There is no prosperous city of its size, to say nothing of its future, where property is as cheap as it is in DULUTH; therefore,

4th. There is no city on this continent where perfectly safe investments will yield as large profits as those made in DULUTH real estate.

In confirmation of this we ask you to peruse a map of the United States and carefully investigate the facts. We have a very large and complete list of acre property near Duluth, Superior and West Superior, and make a specialty of adjacent acres suitable for platting, and take charge of preparing additions and putting them on the market for owners. We also have a large list of dock property and business and residence lots. If you visit Duluth, call and inspect our list, and if not, write and we will give you all information you desire. As we sell strictly on commission, our customers get the benefit of the best bargains on the market.

C. E. LOVETT & CO.

Rooms 32 and 33 Fergusson Building.

ALEX FRASER,
SURVEYOR GENERAL,

Fifth District of Minnesota,

DEALER IN

Pine, Cedar and Mineral Lands.

TAXES PAID FOR NON-RESIDENTS.

LANDS LOCATED AND RE-ESTIMATED BY
RELIABLE MEN.

Room 31 Fergusson Block,
DULUTH, - - MINN.

H. M. MYERS,
INSURANCE

That Insures.

Real Estate
Bought and Sold on Commission.

First Mortgage Loans.

BUSINESS SOLICITED.

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Building,
DULUTH - - - MINN.

C. F. JOHNSON,
Books and Stationery,

Lake Superior Views, Specimens,

INDIAN CURIOSITIES

—AND—

FISHING TACKLE

At Wholesale and Retail.

Publisher of—
Proctor Knott's Speech on Duluth, 5 c.
Photographic Souvenir of Duluth, 75 c.
Photographic Souvenir, Dalles of St. Louis, 75

Opposite Hotel St. Louis,
DULUTH - - - MINN.





H. W. COFFIN.

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COFFIN & WARNER,
REAL ESTATE AND LOAN BROKERS.

Special Attention Given to Investments for Non-Residents.

AGENTS FOR THE WESTERN LAND AND LOAN CO.

Mining Stocks and Iron Lands on the Vermilion Range.

Correspondence Solicited.

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W. G. Sawyer.

David Oglvie.

SAWYER & OGILVIE,
Real Estate and Investment Brokers.

All Kinds of Residence, Business and Suburban Property
at Rock-Bottom Values.

WE MAKE A SPECIALTY OF INVESTMENTS FOR NON-RESIDENTS.

CORRESPONDENCE SOLICITED.

Room 31 Fargusson Block

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DULUTH, MINN.

J. H. Triggs.

F. E. Kennedy.

TRIGGS & KENNEDY,
Real Estate and Loan Brokers

Room 9 Metropolitan Block.

We are Exclusive Agents for the following Additions.

Longview Addition, Willard's Addition, in the East End; Triggs &
Kennedy's Addition and Bell's Addition on top of the hill;
Murray & Howe's Addition and Triggs & Kennedy's
Bay Front Division in the West End.

Besides a large list of acre and inside property. Call and examine our list, or write
for particulars. TRIGGS & KENNEDY, Room 9 Metropolitan Block, Duluth.

W. W. CLAYTON.

M. H. SHRYER.

CLAYTON & SHRYER,

✧ INVESTMENT BROKERS ✧

We have a line of Special Bargains for parties wishing to make investments. Any letters of inquiry will receive careful and prompt attention. Statistics mailed free of charge upon application.

In Our Opinion, Duluth is the
Immediate Future Great City of the Northwest.

Office, Nos. 205 and 206 New Duluth National Bank Building.

✧ JEFF'S ✧

Cab, Express and Baggage LINE.

B. LEWIS, Manager.

All orders for Cabs, Express or Baggage transfers to any part of the city promptly attended to any time between 5 a. m. and 12 p. m. Send your orders by telephone or leave them at the Windsor Hotel or barn.

PRICES REASONABLE.

Special Telephone Call 150-1.

Sale and Boarding Stable

Cor. Michigan St. and Fifth ave. west.

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ROBINSON BROS. ANALYTICAL CHEMISTS

AND MINING ENGINEERS.

Analyses of Ores, Fuels, Iron, Steel,
Waters, Etc. Etc.

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Office and Laboratory, under Postoffice,
Fourth avenue west.

THEO. W. ROBINSON,
Chemist Joliet Steel Co.

C. SNELLING ROBINSON,
Late with Colby Mine.



A. B. Chapin & Co

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HARDWARE!

Dealers in

Mill, Lumbermen, Miners'

And Railroad Contractors'

SUPPLIES.

Bar and Sheet Iron, Nails, Tin
Plate and Tinnners' Stock,

SHELF AND HEAVY HARDWARE

Stamped and Pieced Tin-
ware, Agate and Japanned Ware.

Cutlery and Tools.

Agents for Prominent Manufacturers in all Lines.

One of the Leading Store
Attractions at the head of
Lake Superior is the Bee
Hive, or Notion Store of I.
W. Fogleson, located at No.
21 East Superior street.

They make a specialty of
stamping and all material
for art embroidery. They
are also the leading dealers
in all kinds of Yarns, Hos-
iery, Ribbons, Fancy goods,
Notions, etc. Best goods at
lowest prices.

A. R. McDONALD, Att'y at Law and Land Att'y.
W. B. ARDOUIN, Pine and Iron Land Explorer.
L. GAUDET, Att'y at Law and Land Attorney.

Law and Real Estate Offices

—OF—

McDonald, Gaudet & Ardouin.

Homesteads, Preëmptions Scrip Loca-
tions, and all business before Local and
General Land Offices faithfully attend-
ed to.

We Have Unusual Facilities for
Handling Pine Lands,

And have several million feet for sale. Our
estimates are thoroughly reliable, and
made under the immediate super-
vision of one of the members
of the firm. Taxes paid
for non-residents.

CORRESPONDENCE SOLICITED.

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Duluth, - - Minn.

T. B. HAWKES & CO.,

Commission Merchants.

GENERAL GRAIN DEALERS.

JOBBERS IN

Flour, Hay, Millstuffs

AND PRODUCE.

Office, Warehouse and Dock,

LAKE AVENUE, - - DULUTH, MINN.



Neil McLachlan & Co.

513 West Superior Street.

REAL ESTATE

Pine and Mineral Lands.

INVESTMENTS Placed for NON-RESIDENTS

Correspondence Solicited.

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C. W. WILSON,
1824 W. Second St.

Fredin & Wilson,

Stone Masons

—And—

BRICKLAYERS,

—And—

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Estimates Furnished.

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L. P. HALL.

Palmer & Hall,
ARCHITECTS

AND SUPERINTENDENTS.

Room 46, Exchange Building,

DULUTH - - MINN.

REAL ESTATE

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INSURANCE.

BUSINESS,

RESIDENCE and

ACRE PROPERTY.

I have the Exclusive Sale of

\$500,000

Worth of Choice Property.

Correspondence Solicited.

E. C. LITTLE.

29 Exchange Block, Duluth.



Strickland & Pierce, REAL ESTATE.

314 Duluth National Bank Building, Duluth, Minn.

Investments Made for Non-Residents

In Residence and Business Lots,

Dock Property and Acreage.

We Guarantee Safe Investments

That will net the purchasers a Profit of from

10 to 100 per cent.

Our List of Real Estate

Is large and carefully selected, and comprises
only the choicest property around the
Head of Lake Superior.

We invite correspondence, and will furnish maps
free of charge of Duluth, Superior and West Superior,
on application.

REFERENCES:

Bank of LeSueur, LeSueur, Minn.; H. F. Lillibridge & Co., Minneapolis, Minn.; C. C. Curtis, Business College, Minneapolis, Minn.; Bell & Eyster, Bankers, Duluth, Minn.; Rev. C. S. H. Dunn, Pastor First M. E. Church, Duluth, Minn.



CHAS. M'MILLEN.

E. S. STEBBINS.

McMillen & Stebbins,
Architects and
Superintendents.

REFERENCES:

Wells' Terrace,
W. E. Lucas, double brick house,
M. Norris, double brick house.
E. C. Filley, double brick house,
Major Upham, residence,
W. Van Brunt, residence,
H. B. Moore, residence,
R. N. Marble, residence,
J. G. Williams, residence,
Henry Nolte, residence,
H. DeWitt, residence,
R. C. Ray, residence,
Adams' School,
High School Building,
Monroe School,
Jackson School,
And many others.

Room 44 Exchange Building, Duluth.

John McKinley.

VALUABLE

PINE AND IRON
LANDS

For Sale in

ST. LOUIS, LAKE AND COOK

Counties, Minn., and

Douglas County, Wis.

Also Dealer in

LUMBER

And all Classes and Lengths of
Dimension, Dock and Bridge
Timbers.

JOHN M'KINLEY.

Rooms 10 and 11 Exchange Building, Duluth.

M. J. DAVIS.

GEO. S. PARKER.

DAVIS & PARKER.

We carry a Large List of Property to select from in Duluth and in
West Superior.

Choice Business Lots on Superior Street,
Dock Property, Sites for Manufactories,
Residence Lots, Some as Low as \$150 Each.

All we wish is for intending purchasers to look over our
list before buying.

Rents Collected, Property Cared For and Business of Non-Residents

Promptly attended to. Correspondence Solicited.

Address or call upon DAVIS & PARKER,

Room 211, Second Floor, Duluth National Bank Building

THOS. VIGARS.

J. H. LOGIE, Notary

VIGARS & LOGIE, REAL ESTATE, LOANS

And Investment Securities.

We make a specialty of making investments for non-residents, either on commission or by taking an interest in the property. Contracts explaining this last named plan, which seems to meet with most favor, furnished on application. In no case when we have recommended any such investment have the profits been less than 30 per cent., often being from 90 to 100 per cent.

We have exclusive control of the Beckman addition and a large amount of business and residence property in Duluth, West Superior and Old Superior; also acreage adjoining.

We rent houses, pay taxes, write insurance, place first mortgage loans on improved real estate, (netting the lender 8 per cent.; interest payable semi-annually, with exchange on New York or any eastern city) make investments for non-residents and buy, sell and exchange real estate.

Correspondence solicited, and any information cheerfully given.

Room 3, Williamson Block, Duluth, Minn.

Best of references furnished

ALBERT WIELAND,

Manufacturer and Dealer in

Fine Boots, Shoes,

Slippers, Rubber Goods, Etc.

Special attention paid to

CUSTOM WORK.

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Wm. McKinley,

Dealer in

REAL ESTATE.

First Mortgage Loans

On City Property.

Taxes Paid and Safe Investments
Made for Non-residents.

Also Mining Stocks on
VALUABLE IRON PROPERTIES
On the Vermilion Range.

Wm. McKinley,

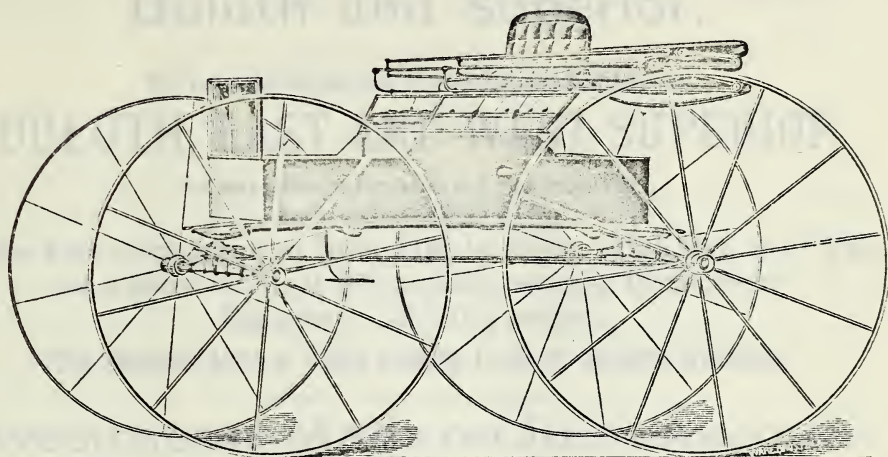
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Duluth, Minn.

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G. A. PAULSEN.

DULUTH CARRIAGE WORKS.

CONNORS & PAULSEN.



Wholesale and Retail Manufacturers and Dealers in

CARRIAGES, BUGGIES, LIGHT SPRING WAGONS, SLEIGHS, CARTS, ETC.

315 West First St.

Send for Catalogue and Prices.

DULUTH, MINN.

DULUTH REAL ESTATE AND LOANS.

Investments Made in

IMPROVED CITY PROPERTY

IN DULUTH, PAYING 10 TO 12 PER CENT. AND ABOVE, AND THE
GROUND ENHANCING RAPIDLY IN VALUE.

WE CAN LOAN YOUR MONEY

On first mortgages at 8 per cent. on IMPROVED DULUTH REAL ESTATE. Security two to four times the loan. Interest collected and remitted free of charge. Rents collected and taxes paid, and everything in the nature of

Real Estate, Loaning and Renting

Promptly attended to for non-residents.

We solicit correspondence with any Individual, Corporation or Company who have funds for investment in Real Estate, either in fee simple or in first mortgages, where the largest returns consistent with what is safe may be expected. Send for forms, circulars, references, etc., before investing elsewhere.

Wm. McRae's Investment Agency,

Office, 1, 2 and 3, Clark Block, Duluth, Minn.

LEWIS & M'NAIR

Duluth and Superior.

We have the largest list of Cheap Land and Lots at
DULUTH, EAST AND WEST SUPERIOR,

Of any office at the head of Lake Superior.

Choice Lots in Superior at from \$100 to \$200. High, dry level land.
not a stone on it, at \$10 an acre, on easy terms, near
Superior. All titles perfect.

Fifty Thousand Acres of Choice Farming Lands in Northern Wisconsin.

Investments Made on Joint Account.

Correspondence solicited, and all letters of inquiry
Promptly answered.

Rainey & French,

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DEALERS.

The Leading House in the City.

The largest and most artistic
line of Novelties in the market.
Common and cheap goods in
great variety and abundance.

Office Furniture a Specialty.

Sole agents for the celebrated
CUTLER AND DERBY DESKS,
ANDREWS' FOLDING BEDS.

24 East Superior Street.

DULUTH

MINN.

Herman E. Long,

REAL ESTATE

AND LOANS.

Always has Choice

Bargains in Desirable Property

In the City and Vicinity.

Correspondence Solicited.

HERMAN E. LONG.

26½ West Superior St.,

DULUTH

MINN.

CHARLES H. CLAGUE.

WILLIAM M. PRINDLE.

CLAGUE & PRINDLE,

Financial Agents.

To all with whom we have had business relations, and to others seeking safe and profitable investments, we can say that *during the coming year, as in the past year, Conservative Buyers* will uniformly realize handsome profits on Duluth real estate. Our plan of Joint Investment has been very satisfactory, both to our patrons and ourselves.

Through our connection with the Minnesota Loan and Trust Company, our loaning business has been steadily increasing, and we now have unusually good facilities for making the best mortgage loans. A large experience and a familiarity with all the details of the loaning business enable us to protect the interests of our clients at every point.

We invite inquiry as to our business methods and our reputation as conservative men.

REFERENCES:

- | | |
|---|---|
| E. A. Merrill, President Minn. Loan & Trust Co., Minneapolis, Minn. | S. Huntington Jones, 524 Walnut St., Philadelphia, Pa. |
| H. A. Ware, Cash. Union National Bank, Duluth, Minn. | Henry Baylis, 30 North Fifth St., Philadelphia, Pa. |
| Henry H. Bell, Manager Bell & Eyster's Bank, Duluth. | Dr. James H. Mason Knox, Prest. Lafayette College, Easton, Pa. |
| Munger & Markell, Duluth. | Prof. Selden J. Coffin, Lafayette College, Easton, Pa. |
| Rev. E. M. Noyes, Duluth. | Chas. Stewart, Prest. Easton Wire Mills, Easton, Pa. |
| J. F. Patten, Prest. Duluth Electric Light Co., Duluth. | Prof. A. P. Berlin, Slatington, Pa. |
| Wm. F. Phelps, Sec. Chamber of Commerce, Duluth. | Col. O. W. Bennett, Washington, D. C. |
| A. E. Jefferson, Cash. First National Bank, Hudson, Wis. | John S. Jones, D D , 20 W. Preston St., Baltimore, Md. |
| Hon. H. C. Baker, Attorney M. S. Ste. M. & A. Ry., Hudson, Wis. | Dr. R. Hamill Davis, Delaware, N. J. |
| F. E. Hinckley, Prest. St. L. K. C. & C. Ry., Chicago. | Joseph R. Hixson, G. E. F. A., C. M. & St. P. Ry., New York City. |
| B. T. Lewis, Material Agt. C. S. F. & C. Ry., Chicago. | Hon. W. A. M. Grier, 48 Pine St., New York City. |
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| Kendall Brooks, Prest. Kalamazoo College, Kalamazoo, Mich. | Rev. J. E. Beecher, Otisco, N. Y. |
| J. H. Fairchild, Prest. Oberlin College, Oberlin, Ohio. | Dr. D. F. Atwater, Springfield, Mass. |
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All Inquiries Cheerfully Answered.

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Established 1880.

ELEVATORS B, C, D, G & I.

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Sample Cases and Theatrical Trunks Specialties.

Sole Leather Trunks to Order.

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We Have a Very Large List of Residence Lots.

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We Have the Exclusive Sale of

Clough's Addition.

This is the finest addition to the City of Duluth. An excellent view of the lake from almost every lot in the addition. These lots will be sold at low prices and on easy terms.

Persons wishing information will receive immediate replies to correspondence.

HARRIS BROS., Duluth, Minn.

2

DULUTH DAILY NEWS

PREFATORY NOTE.

In presenting to the public this second annual edition of the Duluth Daily News, the publishers wish to express their indebtedness to all those whose valuable aid made its publication possible. Especially to the public spirited citizens of Duluth, whose liberal advertising and subscription patronage gave to it the necessary pecuniary foundation; to Prof. Wm. F. Phelps, Mr. C. A. Long, and to numerous others who furnished statistical and descriptive matter; to Mr. Wm. Hosea Ballou, the poet-journalist of New York, for the poetical tribute to Duluth, written expressly for the Annual; to the Thompson Manufacturing Company, Cleveland, Ohio, for the excellent cut of Elevator E; to Mr. M. L. Cormany, the photographer, and others, from whose excellent photographs the illustrations were made, and to the Photo-Engraving Company, of New York City, to whose artistic workmanship and prompt attention we are indebted for most of the engravings.

The figures, facts and statistics given in this are conservative and as accurate as the most careful investigation could make them. The work is respectfully dedicated to the thousands whose attention is turned toward our fair and promising city—if it aids in spreading more correct information, a more thorough knowledge regarding Duluth, and in awakening a still deeper interest in the future of the Zenith City, we shall feel amply repaid for the work.

Very respectfully,

DULUTH NEWS COMPANY.

DULUTH DAILY NEWS.

JAN. 1

THE OFFICIAL PAPER OF ST. LOUIS COUNTY.

1888

THE DAILY NEWS

IS A SIX COLUMN, EIGHT
PAGE PAPER.

THE LEADING JOURNAL

OF THE LAKE SUPERIOR NORTH-
WEST, WITH THE LARGEST
CIRCULATION OF ANY

Daily in the state outside of
the twin cities. The News
owns the exclusive franchise
for Duluth of the United Press,
the greatest news association
in the world, and has its

SPECIAL WIRE,

connecting with New York,
Chicago, San Francisco, Min-
neapolis, St. Paul and the
Mackay-Bennett cable. Though
not yet two years old the News
has stepped into the front rank
with the best daily journals in
the state and is depended upon
for reliable information regard-
ing Duluth and the surrounding
country by the thousands who
are interested in this section.
The News is found in the homes
of Duluth, on all trains, at news
depots, etc., with a large and
steadily increasing circulation
in every town and city around
Duluth, making it the princi-
pal and

BEST ADVERTISING MEDIUM
for the vast and rapidly de-

veloping territory of the Lake
Superior region.

Lake Superior News.

This is the weekly edition
(eight pages) of the Daily
News. It contains a complete
resume of the weeks' news,
especially that relating to Du-
luth: also a COMPLETE LIST OF
THE REAL ESTATE TRANSFERS
for the week. Its circulation
extends over a large territory,
among the intelligent classes
of farmers and mechanics of
Minnesota and Dakota, includ-
ing also a large number of
eastern capitalists and others
interested in this section of
the country.

Birds-Eye of Duluth.

THE MOST CORRECT VIEW OF
DULUTH EVER PUBLISHED.

The News has just published
a magnificent birds-eye view
of Duluth, which should be in
the hands of everyone interest-
ed in this city. The Birds-Eye
is 24x12 inches in size, print-
ed on finest book paper and
chromo plate paper. It gives
a correct view of the location
and size of the city, with a full
view of the great harbor and its
dock facilities. Sent carefully
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turning out work of the high-
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short notice and at prices to
compare with New York and
Chicago. If you wish to see
a specimen of our work, it is
before you.

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Advertising rates furnished
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The News has the best tele-
graph service in the northwest.

Complete Real Estate trans-
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Superior News.

No other Daily reaches the
people of northern Minnesota
and Wisconsin so thoroughly
as the Daily News.

One dollar will buy a beauti-
ful Birds-Eye of Duluth, the
equal of which has never been
published by any city in the
Union.

If you have property to sell,
if you want to buy property, if
you have any business what-
ever to transact in this section,
a notice in The News will tell
more people about it in one
day than you can reach any
other way in a week.



DULUTH.

BY WM. HOSEA BALLOU.

Upon Superior's finger tip,
Far pointing toward the boundless West,
Upborne above the white-winged ship,
Her battlements, rock-founded, rest.

Around her oceans wield their sway
Of billowed grains and roaring pines;
And in her cells fast chained and bound
Are precious ores in glistening lines.

Oh! child on whom the Pole star shines—
Mold of Diana yet to be;
The Western Adriatic waits
The coming maid, queen of the sea.



DULUTH DAILY NEWS.

Illustrated Annual Edition--1888.

THE KEY TO THE PATHWAY OF EMPIRE.



It is pertinent here to artificial causes that operate both are combined in the results must appear.

Among the natural forces operation, may be named a geographical position. That positions of deep water navigation on the transportation on the other, are meet. Again, the tributary country area, but varied and rich in natural resources of the primary advantages of the conjunction of competing lines, The natural resources which form industries, and at the same time of the commercial exchanges, are grain, lumber and minerals of all kinds, and iron and copper. Where these exist in cities in regions both near to and remote from the center and yet tributary to it, there exist the most favorable conditions for a high development of trade activities, and hence for the greatest aggregation of population and wealth.

Yet however commanding the geographical position, and however abundant the natural resources, near and remote, may be, they cannot in and of themselves supply all the conditions of commercial supremacy and the highest urban development. As water and land transportation in abundant measure must meet, so nature and man must also meet at the common point and join their forces in a common struggle. Man's unconquerable spirit, all-embracing intelligence, untiring vigilance and aggressive enterprise, must supplement the abounding wealth and price-

REAT CITIES are not accidents. They do not happen to be where they are and what they have become. They are rather the results of adequate, well-defined causes. The forces which create and develop them are capable of a distinct analysis and a definite determination. Whenever these forces are clearly understood, and wherever their germs are found in the greatest measure, it is as easy to predict with accuracy the forthcoming of a commercial center of the first magnitude as it is to determine the causes of its appearance when it has become an accomplished fact. observe that there are both natural and ate to build up great cities, and that where largest degree, there the greatest

which are the most potent in their commanding commercial or tion must be where the long one hand, and of land certain to converge and must be not only extensive in resources, and it must be as cheap transit afforded by both on land and water. the basis of the largest ingreatest volume of produce, live stock, especially large quan-

less opportunities that nature has furnished.

Natural forces are at work when man sleeps, and if he but supplies the intelligence and enterprise which subordinate and utilize them, all the conditions of a high and complete development are thus fulfilled.

With these general considerations as a guide, it will be easy not only to trace out the causes that have built up cities like New York, Philadelphia, Boston, Baltimore and Chicago, but to predict with certainty and in advance the future greatness of the Zenith City, at the head of the greatest of the remarkable chain of lakes that form the natural pathway of commerce on the shortest line between the two oceans separating the old world from the new, and at the same time a highway for the transmission of the vast volume of their commercial exchanges.

HISTORICAL.

The history of Duluth has been so frequently written within the past few years, and is so familiar to all readers of average intelligence, that it would be a work of supererogation to repeat it here. Everybody knows, or ought to know, that the head of Lake Superior was first visited by two French explorers in 1659, and by Captain Du Luth twenty-one years later; that a brother of the captain built a trading post on Minnesota Point soon after; that Le Sueur found his way hither in 1683 and that by 1687 a very fair map of the great lake was made for the French Government by one Franquelin, several copies of which are still extant.

It is also well known that the incentive to the exploration and early settlement of this region was the abundance of the fur-bearing animals and the advent here of the Northwest and the Astor Fur Companies, the latter of which established its headquarters at Fond du Lac a few miles from Duluth on the banks of the St. Louis river.

The story of the rise and decline of the ambitious towns at the head of the lake in more recent times is a thrice-told tale, and the wonderful resurrection of the hopes and prospects of Duluth since the census of 1880 was taken, together with its marvelous growth and its commercial prominence have been so often reiterated, that the universal knowledge of the facts may be taken

for granted. Any who may desire a more circumstantial detail of this chapter in the history of the great Northwest will be able to gratify their wishes by turning back to the Duluth News Annual for 1886, which gives the salient points of a most remarkable narrative.

GEOGRAPHICAL POSITION.

Duluth is located at the extreme western end of the great chain of lakes, 300 miles beyond any other lake port, and consequently 300 miles nearer the richest agricultural and mining regions of the Northwest. It is also not less than 500 miles nearer the Pacific Coast and is, consequently, on the great pathway of commerce between the eastern and western seaboards. Of course it is at the extreme of deep water navigation on the west, and is rapidly becoming one of the chief railway centers of the United States. The entire railway development of the Northwest today has Duluth for its objective point. The requisites for cheap transportation are, therefore, all at hand here.

These important geographical conditions are strongly reinforced by others of a still wider range, which guarantee that a vast volume of international commerce must inevitably seek the route of the Great Lakes through Duluth as the shortest and cheapest line between all Atlantic ports, both European and American, and those of the East Indies, China and Japan. A brief enumeration only of these conditions is possible in this connection, and they may be thus summarized:

1st. The great northern lakes are in the highest latitude available for internal deep water navigation, and, consequently, owing to the shortening in the length of the degrees, they and their related railway systems are on the shortest practicable route.

2nd. The currents, both of the Atlantic and the Pacific Oceans, have a strong trend to the northward, and impinge upon the coasts at points near the respective termini of what is recognized as the "Great Northern Route" of transportation across the western continent. These conditions, with the completion of the Northern Pacific railway through the Cascade mountains, will bring the leading Atlantic seaports

from 8,000 to 10,000 miles nearer the East Indies than by way of the Suez canal, while it will correspondingly shorten the time of transit.

It is a commercial axiom that "goods will eventually seek the shortest route between the points of production and of distribution, while the saving of a few days' time, or a lower rate of freight or insurance, has often destroyed old trade centers and built up new ones."

AGRICULTURAL RESOURCES.

The agricultural resources tributary to Duluth are practically inexhaustible. They are drawn from a vast extent of territory lying north and west of a line drawn from near the eastern extremity of Lake Superior southwestwardly to the 27th parallel of latitude on the coast of Lower California, this line being equi-distant from Chicago and Duluth.* Hence the country lying on the northwesterly side of it is nearer the deep water navigation of Lake Superior than of Lake Michigan, and the railway construction of this immense area is being prosecuted in conformity with this important fact. Commerce seeks the shortest and cheapest routes. The heavy products of this territory must therefore seek the head of Lake Superior on their way to the eastern seaboard.

The area of Minnesota, Dakota, Montana and Manitoba alone is 616,262 square miles and their population is estimated at 3,000,000 and is rapidly increasing. The value of their agricultural, mining and manufactured products advanced from \$592,198,890 in 1886 to \$919,002,151 in 1887, being an increase of \$329,803,261 in a single year. These are but the beginnings of the productive capacity of a portion of the country whose illimitable stores of wealth must for all time seek the head of Lake Superior in their eastward flow, while the return freight in vast volume must reach Duluth as the distributing center for the empire beyond.

MINERAL RESOURCES.

Again, it is the center of a vast area of mineral resources embracing iron, copper, lead, silver and gold, for the reduction of which on a gigantic scale plans are now being considered and inaugurated. Iron furnaces, appliances for producing and

manufacturing steel, smelters for copper, silver and gold, have been projected and actual work thereon will soon be commenced. Iron ore shipments from Lake Superior mines in 1886 aggregated 3,056,970 tons, and for the present year, to October 31, they reach over 4,250,000 tons. The close proximity of Duluth to the famous deposits of the Vermilion and Gogebic iron ranges, producing the richest ores (Bessemer) in the world, gives it a commanding advantage over all other iron manufacturing centers in the country in the cost of the raw materials. This advantage amounts to from two to four dollars per ton. The fact that coke can be produced on the spot at far less cost than it can be transported from the eastern coal regions, or produced in competing centers in the west, makes it certain that Duluth is destined in the near future to become the "Pittsburg of the Northwest." The opening up of the remarkable silver and gold fields north of Lake Superior, and of railway connections therewith, make it equally certain that Duluth will soon become conspicuous as a point for the reduction of the precious metals as well as of iron.

TIMBER RESOURCES.

Forests of hard and soft lumber of the best quality, pine, birch, white and red oak, maple and other valuable timber surround Duluth and extend for hundreds of miles along the lake shore, and in all directions penetrated by the railway lines, rendering these varied and valuable natural resources and raw materials easily accessible at low cost for manufacturing purposes. The pine lumber cut for the Duluth district for 1886 was 161,000,000 feet; shingles, 42,950,000; lath, 22,600,000.

TEXTILE FABRICS.

Flax is rapidly becoming a leading agricultural staple on the farms of Minnesota and Dakota, and the manufacture of linseed oil and linen fabrics at Duluth is thus assured in the very near future. An immense plant for this industry will be built in the spring of the present year, the work of preparation having been already begun. The quantity of wool from the stock ranges of Dakota, Montana and other territories shipped east from Duluth is enormous, in 1886 amounting to a total of 5,305,017

*See map on Page 9.

pounds, over 2,000,000 pounds having been handled by a single house in this city.

The manufacture of woolen goods here in large quantities must soon result from this remarkable combination of favorable circumstances.

WHEAT.

The receipts of wheat last year exceeded 22,000,000 bushels, and the shipments amounted to nearly 18,000,000 bushels. Its present elevator capacity is 19,350,000 bushels. And when it is considered that the grain which comes to this market is the best produced in the world, the advantages offered for the milling interest here will be seen to be first class. The improvement of the water power of the St. Louis river close at hand will make Duluth a milling center of the largest proportions.

CHEAP FUEL.

The receipts of coal at the head of the lake in 1886 amounted to 736,000 tons. This year they reach about 1,000,000 tons. Coal rates to this point are from twenty-five to thirty per cent. less than to the leading Lake Michigan ports, owing to the fact of the great predominance of the east bound tonnage from Duluth. This fact, together with the abundance of forest growth and the waste of the numerous saw mills, solves the question of cheap fuel for years to come, and supplies all the conditions for the success of manufacturing enterprises.

WATER POWER.

The dalles of the St. Louis river are but a few miles beyond the western limits of the city and with a few minor improvements in the upper bay and river will soon be reached by steamboats as well as by numerous railways. A series of dams is to be commenced next year which will develop about 65,000 horse power, thus making the water available for all kinds of manufacturing purposes.

MARKETS.

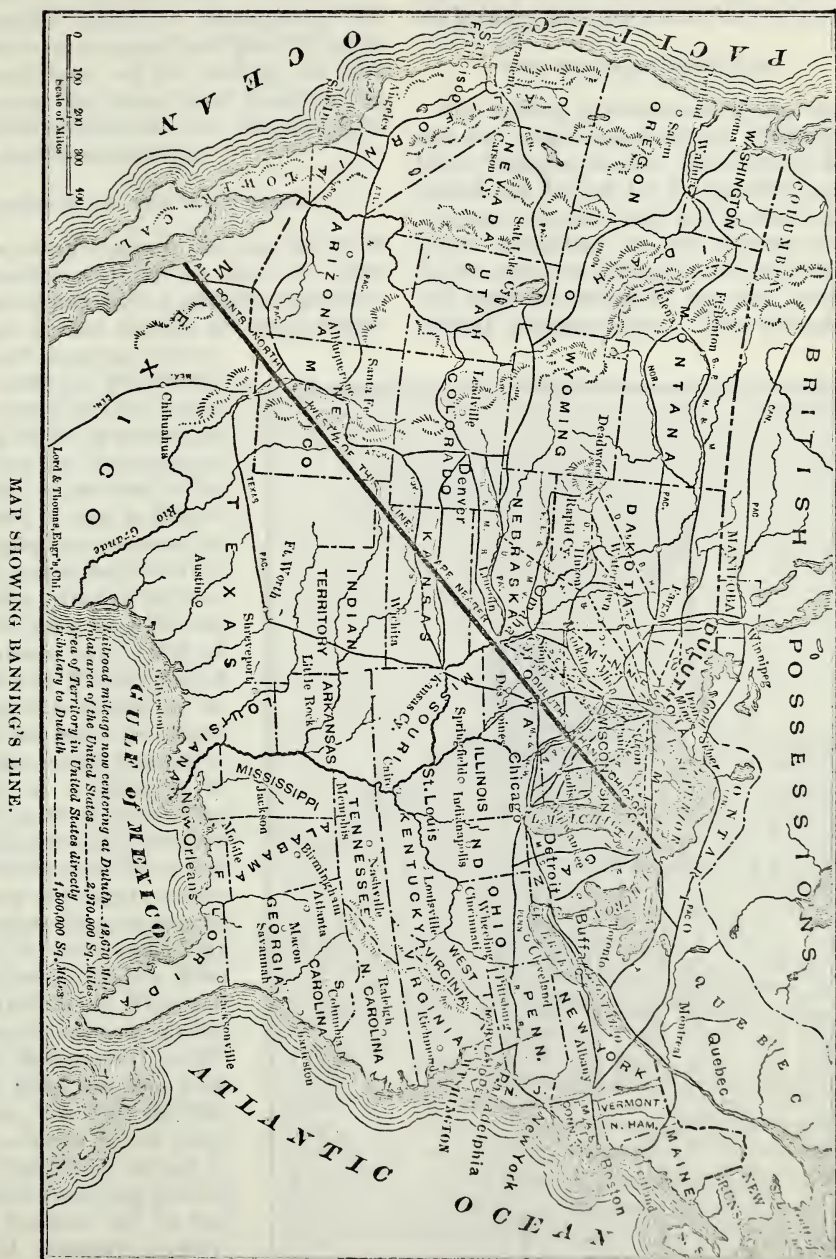
Duluth being the gateway to the richest and most populous states and territories of the new Northwest, rapidly increasing in wealth and commercial and agricultural importance, with a railway system extending at a rate of thousands of miles annually, is most favorably situated for distrib-

uting and marketing her manufactured products. Hence, manufacturing and the jobbing trade must advance rapidly and soon assume vast proportions. The tide of immigration, especially from the Eastern states, is so strong, bringing to our doors an industrious and intelligent class of people, that the supply of labor is and ever will be ample. Hence, every condition of the successful production and sale of manufactured goods of all kinds is met.

THE DULUTH WHEAT MARKET.

The growth of the wheat market at Duluth is one of the marvels of its progress. Beginning in the crop year of 1870-71, with receipts of 666,783 bushels, and shipments of 544,848 bushels, it has advanced within fifteen years to receipts of 22,424,850 bushels, and shipments of 17,668,251 bushels, making an aggregate handled in one year of 40,092,101 bushels, and placing this city in the front rank as the largest and most important primary grain market in America, if not in the world. Figures presented in the last annual report of the Duluth Board of Trade show that more wheat was received here during the last year than at any other lake or river port, being 6,000,000 bushels more than at Chicago, which gets the winter as well as the spring variety. The elevator capacity of Duluth during the winter of 1886-87 was nearly 11,000,000 bushels, and it was fully occupied by January 1, 1887, so that large quantities of wheat had of necessity to be refused storage. This storage capacity has since been increased by the erection of new elevators to 19,350,000 bushels, and the elevators are being now rapidly filled with the the great cereal, to be held till the opening of navigation.

But these vast stores of golden grain really represent other valuable commodities besides wheat. Every pound of grain also stands for its equivalent in coal, salt, iron, lumber, agricultural implements, dry goods, groceries and other supplies needed by those who produce wheat. Where spring wheat is raised little fuel is to be found, either wood or coal, and the latter must be exchanged in vast quantities for the products of the prairies, as the winters are long and the temperature is low. The vessels that take the food



products and ores to the eastern seaboard must bring back coal and other necessities to supply the wants of the Northwest. As this vast fertile region moves forward in its majestic march of development, the commerce must expand and grow to colossal proportions, and the leading lake port of the new Northwest must share in the wonderful progress of which the past gives but a faint foreshadowing.

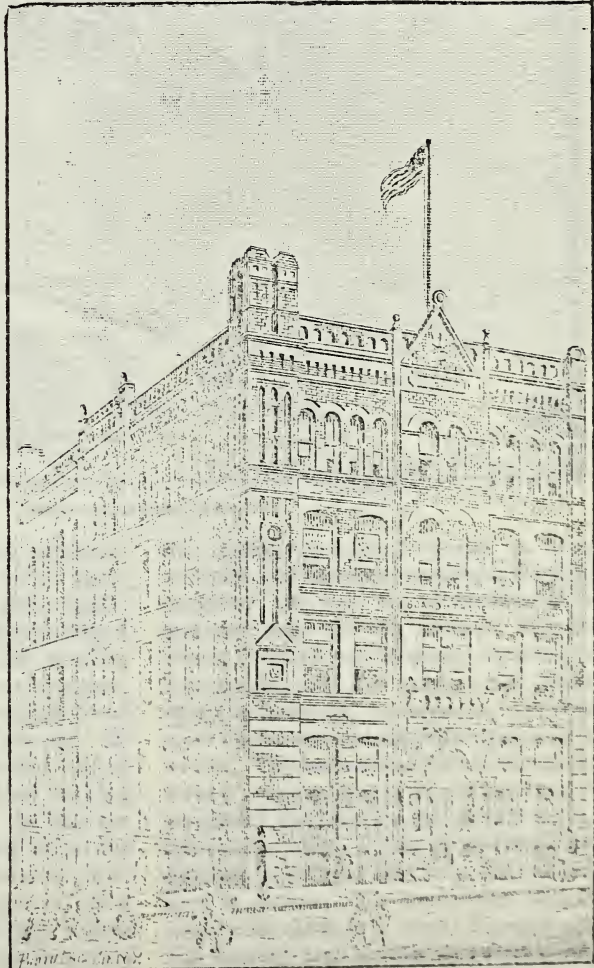
GROWTH OF THE COAL TRADE.

As a complement to the movement of wheat and iron ore to the East, we have and ever must have a greatly augmented tonnage of coal through the great waterways and along the railway lines to the far Northwest. The growth of this movement is shown in the simple statement that, beginning in 1878 with 31,000 tons, it has advanced in 1886 to 736,000 tons, showing an increase of 137,570 tons in the latter year over 1885. During 1887 the receipts have been 912,000, an increase over 1886 of 176,000 tons. The east-bound tonnage is so greatly in excess of the westward movement that coal is brought to Duluth at a discount in freight rates of twenty-five to thirty per cent. over those of Lake Michigan ports, and this state of things is certain to continue for an indefinite period of time to come. As the railways leading from Duluth to the West and Southwest have an advantage in distance of from 300 to 500 miles less than from Chicago, it is clear that this city must ever be the great coal distributing, as well as the grain receiving, point of Lake Superior and its vast area of tributary country. It is a significant fact that Duluth gained about 120,000 tons in its receipts of coal for 1886, while Chicago lost more than that amount dur-

ing the same period. These facts, as well as a careful study of the relative situation of the two places, indicate that the Lake Superior port is destined speedily to become the greatest coal market in the Northwest.

THE RAILWAY SITUATION.

The railway development of the extensive and productive territory tributary to Lake Superior, as has been already intimated, has Duluth for its objective point. It is here that the roads are to reach deep water navigation on the shortest lines. Hence, here the producers and consumers will have the benefit of the short haul in railway transportation. This advantage



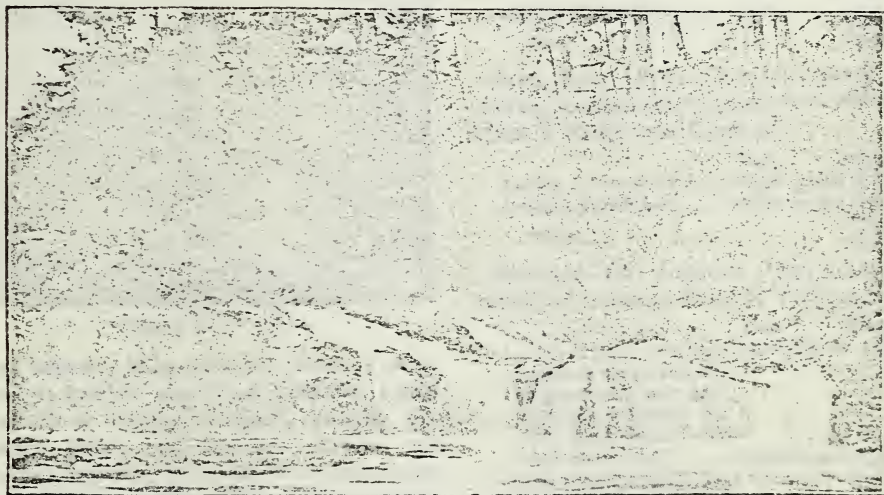
BOARD OF TRADE BUILDING.

extends not only to all points westward to the Pacific ocean, but to the southwest in the prolific corn regions of Minnesota, Northwestern Iowa, Dakota, Nebraska and a large part of Kansas. When even Sioux City, Denver and Omaha can reach the head of Lake Superior by distances varying from fifty to one hundred and fifty miles less than they can get to Chicago, their shrewd, far-sighted business men will not be likely long to neglect their opportunity. When the people of California, Nevada, Arizona, Utah and Colorado can get to deep water on the lakes by a cut of two hundred to two hundred and fifty miles shorter than they now possess, they will eventually find a way to do it. Many rail-

troplis. There are, therefore, henceforth to be two great leading systems, leading respectively to Duluth and Chicago, and each will find its appropriate field in the territory lying nearest to its chief receiving and distributing point.

THE HARBOR OF DULUTH.

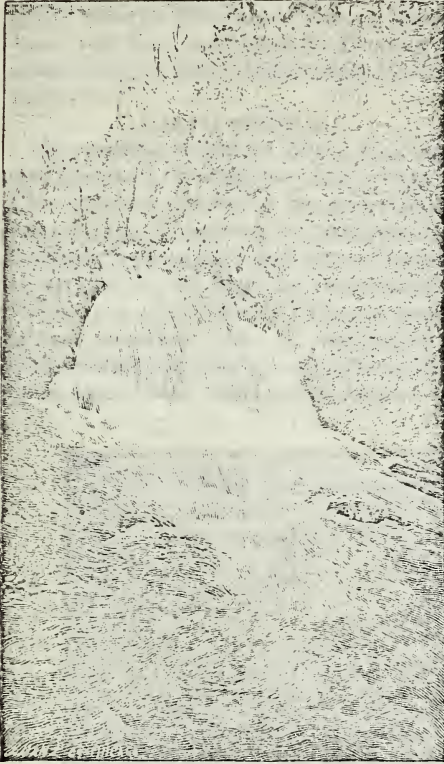
Views of our harbor have been so extensively circulated, and so much has been published in relation to the extraordinary advantages of the harbor and dock systems of Duluth, that it seems superfluous to add anything to the volume of testimony in their behalf. Fortunately, to the actual visitor here, "seeing is believing." The wonderful provision made by nature for



SCENE ON LESTER RIVER.

ways now projected and under construction are taking cognizance of these facts, and are shaping their course accordingly. Elsewhere in this publication will be found a statement of the railroads now running to Duluth, those now under construction, and those projected and quite certain to be built. Of the first class there are six. Of those now being built there are ten, and of the projected lines there are nine, making a total of twenty-five in all. In fact the situation may best be summed up in the statement that the Chicago system being to a great extent completed, the general tendency of all Northwestern railways is now to reach Duluth, as ten years ago they were generally aiming at the Lake Michigan me-

the absolute safety of vessels in stormy weather, and the improvements made and projected through the enterprise of our business men for the prompt, easy and cheap dispatch of business between the lake marine and the railway and general shipping interests, mark this as one of the most important and desirable ports in the world. The harbor itself is absolutely land locked, being perfectly protected from the storms of the lake by the intervention of Minnesota Point, a strip of territory seven miles in extent and less than one thousand feet in breadth, the connection with the lake being made by a canal directly opposite the city, and having an average depth of about twenty-five feet. The harbor



CHESTER CREEK FALLS.

lies between Minnesota and Rice's Points, and is further connected with St. Louis bay by a dredged channel passing between Rice's and Connors' Points, the latter projecting from the Wisconsin shore at West Superior. Above these points there is still open navigable water for twelve miles to Fond du Lac at the foot of the famous dalles of the St. Louis river, the site of the great water power already alluded to, and which is soon to play so important a part in the industrial development of Duluth.

With the dredging and other general improvements of this immense harbor area in progress by the United States Government and by private and corporate property owners, it is clear that the harbor of Duluth is destined in the not distant future to become one of the largest, most convenient and best in the world.

Through the kindness of Captain James B. Quinn, Corps of Engineers, United States Army, in charge of these improvements, the following figures relative to the

extent of dock line already established in the harbor between Minnesota Point and Grassy Point on the St. Louis bay, four miles above the present harbor are presented here.

ESTIMATE OF AVAILABLE DOCK ROOM ON SUPERIOR AND ST. LOUIS BAYS.

The length of dock face given is on the supposition that the space between the legal dock line and shore line is occupied by slips 120 feet wide and 346 feet apart, as is the case with Slips 1, 2, 3, etc., adjoining the Duluth harbor basin:

Duluth—From Canal to termination of legal dock line near Grassy Point:

	Feet.	Miles.
Length of legal dock line,	52,790	equals 10.00
Length of dock face.....	374,356	" 70.90
Total.....		80.90

Park Point—From Canal to entry, according to recently proposed dock line and which is likely to be legalized:

	Feet.	Miles.
Length of new dock line,	33,120	equals 6.27
Length of dock face.....	185,907	equals 35.21
Total.....		41.48

Superior—On Superior Bay, from extremity of Connors' Point to Nemadji river:

	Feet.	Miles.
Length of legal dock line,	24,650	equals 4.67
Length of dock face for slips running back fifty feet from Northern Pacific track where the track lies in bay... ..	129,790	equals 24.58
On St. Louis Bay from extremity of Connors' Point to termination of legal dock line near Grassy Point: Length of legal dock line.....	29,840	equals 5.65
Length of dock face.....	152,900	equals 28.96
Total.....		63.86

RECAPITULATION.

	Miles.
On Minnesota side.	122.38
On Wisconsin side.....	63.86
Total dock line and face between Minnesota and Grassy Points. ..	186.24

The foregoing estimates show that between the two points named there will be 186.24 miles of dockage space available for use when the necessary improvements shall have been completed. The distance from Grassy Point to Fond du Lac is not less than eight miles, all of which will be similarly available for dock purposes when

needed. The total area of the main harbor lying between Minnesota Point on the one hand, and Rice's and Connors' Point on the other, is about three square miles between dock lines.

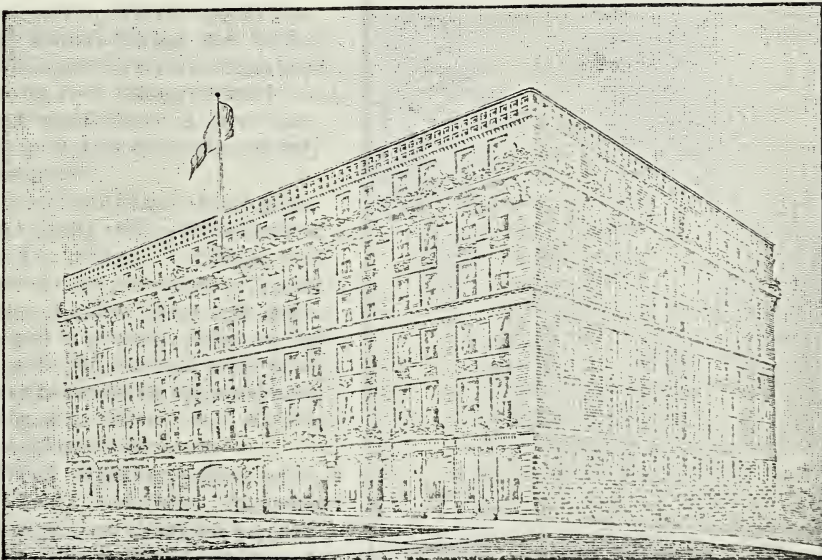
A BRIEF SUMMARY.

The general results of this comprehensive survey of the situation at the head of Lake Superior, including the geographical location, the conjunction of transportation facilities, both on land and water, insuring cheap rates for all time, the vast extent of tributary country with its immense wealth of raw materials, etc., all considered in their bearing upon the growth of manufactures, the jobbing trade and industrial de-

and eighty-six miles of dockage, and an actual area of three square miles in the lower portion, lying between Rice's and Minnesota Points. The only harbor of refuge at or near the head of Lake Superior.

4th. Natural products or raw materials of every kind both abundant and cheap, thus forming the basis of almost all staple manufacturing industries. These include iron, copper, silver, gold, lumber, both hard and soft; textile materials, as wool and flax; wheat and other cereals, together with the best building materials known.

5th. Cheap fuel of all kinds for steam power, soon to be reinforced by abundant and cheap water power, thus meeting every



THE HOTEL ST. LOUIS.

velopment, may be briefly summarized as follows:

1st. Deep water navigation extending eastward to the seaboard.

2nd. Numerous competing railway systems on the shortest lines penetrating the great agricultural, lumbering and mining regions in every direction, reaching the western seaboard and thus compelling the trade, not only of our own tributary domain, but that of the East Indies, including China and Japan.

3rd. One of the largest, safest and most convenient harbors in the world, with ample provision for more than one hundred

requirement for economical manufacturing establishments of every kind.

6th. Unlimited fields for marketing manufactured products, as furnished by thriving agricultural communities, growing cities and innumerable mining and lumbering camps, demanding abundant supplies of all commodities needed by millions of enterprising and prosperous people.

7th. A rapidly increasing population, composed largely of the more enterprising and industrious people of the older cities and states, who come West to grow up with the country, affords an ample guarantee of a constant supply of skilled labor at reas-

onable cost. Nearly seven thousand working men, including mechanics of all kinds, were employed at good wages on the public and private improvements at Duluth during the past season. The rapid increase in railway development, in manufacturing and the jobbing trade in the immediate future, render it certain that labor of all kinds will be in demand and that it will meet with a liberal reward.

From the foregoing summary it appears evident that the conditions for the building up of all branches of manufactures and the jobbing trade at Duluth are exceptionally favorable, and that a great commercial metropolis must speedily spring up at the head of Lake Superior.

It is almost needless to specify what lines of manufacturing are needed and will flourish here, favored as they will be by such strong natural and acquired conditions. A few, however, may in this connection briefly be enumerated:

The Iron Industries.—Blast furnaces, steel plants, rolling mills for rails, beams for bridges, buildings and other structures, and merchant's iron, foundries, machine shops, nail mills, forges, and in general, plants for the entire series of iron and steel products may be profitably operated here, including also stoves, hot air furnaces, engines, boilers, etc.

In Wood Working.—Saw mills, sash, door and blind factories, wagon works, harvester works, manufacturing of agricultural implements of all kinds, musical instruments, etc., etc.

Miscellaneous.—Superadded to the foregoing there may be flouring mills, paper mills, cotton, woolen and linen factories, glass works, tanneries, boot and shoe factories, smelting and refining works for the precious metals, locomotive works, car shops, and, in short, whatever is needed to supply the wants of an intelligent, progressive and enterprising people.

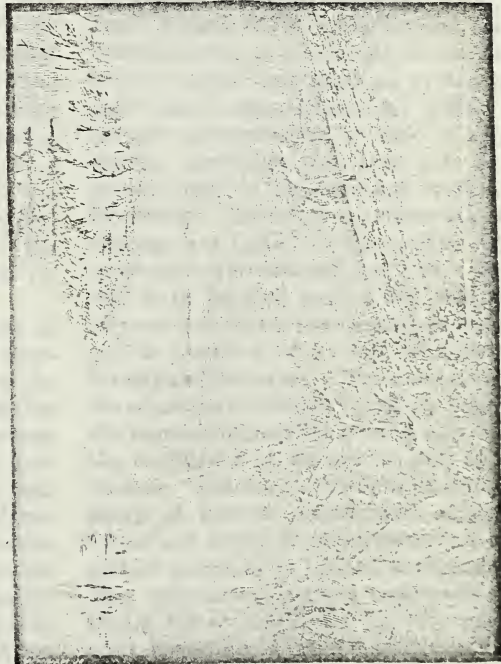
SPECIAL INDUCEMENTS.

In addition to the foregoing superior advantages, special encouragement is given by real estate syndicates, land companies and individual owners.

As actual negotiations for these special grants are private matters, to be settled between the respective parties thereto, it is proper here only to allude to the subject in this general way, but more specific information will be given by the Chamber of Commerce on the application of persons desiring to locate in Duluth.

HEALTHFULNESS AND BEAUTY OF LOCATION.

Having in the foregoing discussion considered some of the leading conditions which favor a high degree of material and



A FALLEN MONARCH.

industrial development at the head of Lake Superior, and render certain the existence, within a few years, of a commercial city of the first magnitude at Duluth, it remains only to offer a few suggestions concerning other influences that bear indirectly upon the result foreshadowed by the facts and circumstances of the situation as presented.

Not the least important of these secondary considerations must be reckoned the rare healthfulness and beauty of the location of Duluth. In striking contrast with

the dead levels of the sites of some other aspiring places, the ground here is mostly elevated, sloping back from the broad expanse of the lake and harbor to a maximum altitude, varying at different points and distances from forty or fifty to five or six hundred feet, affording the most enchanting views of the adjacent waters, the fleets of vessels, the numerous railways, the famous Minnesota Point, the towns on the lowlands of the opposite shore, and the interminable forests that recede to the extreme of the line of vision in whatever direction the eye may turn.

Whatever is needed to make up the ideal of a perfect landscape, nature has here supplied in abundant measure. With silvery waters, grassy plains and verdant slopes; with deep gorges and sparkling cascades; with rocky cliffs and murmuring brooks, there can be no more inspiring spectacle to satisfy the longings of a chastened imagination or gratify the desires of a cultivated taste, than are presented from a thousand homes on the sunny slopes that overlook our great inland sea.

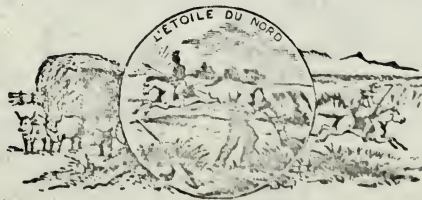
Nor should the sanitary advantages of such a situation be for a moment overlooked. If Duluth does not become famous above all other American cities for its extreme healthfulness it will be the fault of man and not of nature, which has here been prodigal of her gifts to that end. With pure and bracing air, an abundance of water, free from every unwholesome ingredient, and the natural conditions for a perfect system of drainage, as presented by the topography of its site and surroundings, nothing further is to be desired but the intelligent, liberal action of the people

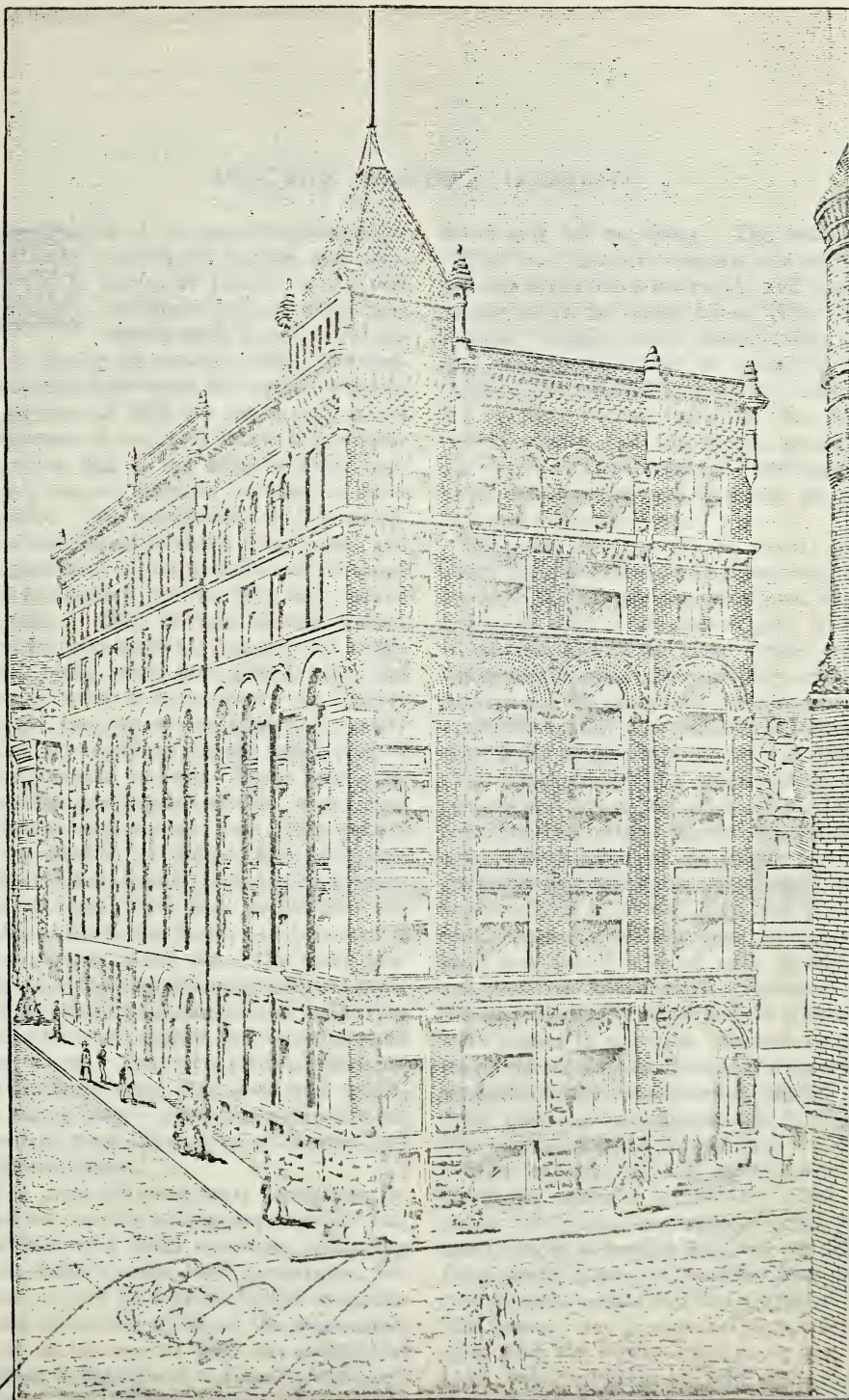
and their servants, the municipal authorities.

That these two factors in the problem of a perfect system of sanitation will be mutually joined in efficient co-operation, there is no reason to doubt, and the time may be confidently anticipated when this city and the adjacent shores of the great lake will become the favorite summer resort and sanitarium of the Northwest if not of the whole country.

CONCLUSION.

The foregoing survey of the situation at the head of Lake Superior and of the illimitable resources tributary to it, the rapid growth of its commerce and the unbounded faith of the people in the future of the coming metropolis, as evidenced in their large expenditures for public and private improvements, all tend to emphasize the conclusion that here is to be the greatest city on the lake and in the new Northwest. Indeed, it is evident that what Chicago is to Lake Michigan and its related territory to the west and south, that Duluth will be to the vast empire that has begun to pour into its lap the varied and immeasurable treasures of its soil, its waters, its forests and its mines. The more carefully the situation is studied in all its bearings, the more solid does the ground upon which the confidence of thoughtful men is built become. Indeed, in the light of the great array of natural causes and of human forces now joined in active co-operation, no gift of prophecy is needed to discern the near approach of a great metropolis, opulent in the elements of a vigorous growth, and abounding in all the evidences of an assured and enduring prosperity.





DULUTH NATIONAL BANK BUILDING.

DULUTH'S MARITIME INTERESTS.



NE of the most important factors in the growth and prosperity of Duluth is the vast maritime interest which has shown such a wonderful increase during the season of 1887. The railroads have done much for Duluth, and will do far more in 1888, but the great natural freightway of the lakes makes it profitable for them and is the magnet which constantly attracts them to the head of Lake Superior. The navigation of this greatest of the lakes dates back many years, and the growth of future decades and centuries was symbolized by the first and second voyages of that intrepid Jesuit, Father Laroche, who made his first trip in a single birch canoe with two companions, and reached what is now known as Copper Harbor, but which was then temporarily called St. Angelique, in the latter part of the eighteenth century. Three years later the same indefatigable worker, with a fleet of fifteen large canoes, four fellow priests of the Church of Rome, and thirty-one followers (half-breeds, Indians and Frenchmen), portaged their frail flotilla over the rapids at Sault Ste. Marie and launched it on our great inland sea. The party continued on their way, occasionally stopping and building rude camps, and hallowing their laborious progress by frequent sacred observances. They were short of listeners, but the murmuring pine trees and splashing waves sang a musical accompaniment grander than Mozart's or Beethoven's sublimest efforts.

The story of these early navigators incited the laity to subsequent voyages, and in 1803 several small schooners, belonging to fur traders, made their appearance, followed in 1810 by a small British schooner (name unknown) which at the commencement of the war of 1812 was stripped of spars and rigging and secreted on the north side of Isle Royale, covered with brush-

wood and left to decay. The schooner "Mink" was the next venture, and in 1812, she was taken down the rapids and placed in service on the lower lakes. The "Fur Trader," another small vessel, made several voyages, but went to pieces on the rapids a few years after the war. Prior to the opening of the canal in 1855, some twenty vessels, sail and steam, traversed the waters of Lake Superior, their cargoes being merchandise and hardware up, and furs and minerals down.

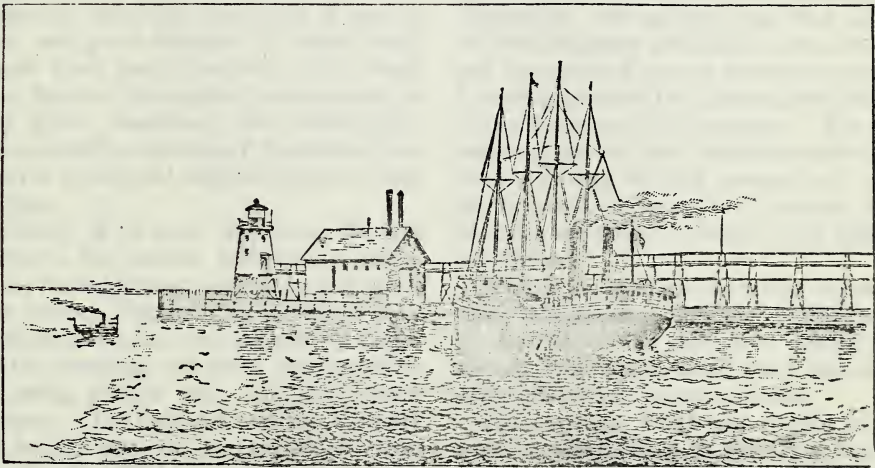
With the opening of the canal came larger vessels and more of them; iron was added to the copper shipments, and wheat began to play a prominent part in the freight tonnage of the lake. Duluth's elevators rose up, one after another, until today she has the enormous capacity of over 19,000,000 bushels, conveniently distributed among the finest elevators in the world. Coal appeared in the up-bound freight cargoes and out of the edges of St. Louis bay came the present massive coal docks, where thirty vessels of the largest size can discharge cargoes at the same time. Salt began to pour in by the cargo, and from a small beginning the salt sheds have grown until over a half mile of such structures can now be found here. Kerosene oil receipts increased until huge warehouses were needed to store the immense surplus which remains at the close of the season of navigation—the accumulation beyond the daily carrying capacity of the railroads. The enlargement of the Sault locks, at a further expense to the government of \$3,000,000, afforded temporary relief for about ten years, but now another lock much larger is needed and will be built. From small canoes, to immense iron, steel and wooden vessels, has the traffic of the lake grown, and it may be interesting to state that the entire tonnage in use on Lake Superior prior to 1819 was exactly the same as the registered tonnage of the

propeller Aurora, namely 1860 tons. The latter vessel is a wooden ship built and launched in 1887.

All the largest vessels come to Duluth in preference to any other port on the chain of lakes, for the reason that in the matter of discharging and receiving cargoes, Duluth has better facilities and affords greater dispatch than any other port. A vessel carrying 75,000 bushels of grain has been loaded in an hour and a half, and 2,300 tons of coal have been unloaded from the David Dows in fifteen hours. Perhaps one of the quickest instances of vessel dispatch on record occurred in 1887, when the Canadian tow, consisting of the propeller Sir S.

about 2,800, or 700 in excess of the previous year.

The vessels making up this fine total of business are of a much larger average tonnage than in former years, as a comparison between 1885 and 1887 will show. In the former year there were 900 clearances with a total register of 688,579 tons, which gives an average of 765 tons to the vessel. In the last year the average reached nearly 835 tons, an increase of seventy tons in the individual average. In 1888 the vessel averages will show a still greater increase on account of a number of new and large vessels which will supplant smaller ones. Particularly does this prom-



LEAVING PORT.

L. Tilley, and the schooners G. M. Neelon, J. R. Benson and F. A. Merritt, arrived in this port, light from Kingston, at the canal entrance at 11:45 a. m.; were taken to the elevators by three tugs of the Inman line thirty minutes later, and at 3:15 p. m. were again outside the canal, loaded with wheat and homeward bound. Three hours and thirty minutes in port, and the actual loading time for the four vessels was two hours and ten minutes! On one occasion, at the time the propeller W. H. Gratwick was taking on her first cargo, wheat was poured into her hold from eight shipping spouts at the rapid rate of nearly 1,600 bushels a minute. The arrivals and departures at Duluth for the past year are

ise to be true of the craft engaged in passenger traffic.

During the prevalence of severe storms there were days when not a single arrival or departure of a vessel was recorded, and there were other times, when calm weather prevailed, that over fifty vessels arrived in twenty-four hours, the average for June being seventeen a day. It is also to be recorded that no matter how violent the storm, the harbor at Duluth can always be gained; while vessels bound for other Superior entries have frequently been forced to run for Duluth or weather the gale in the open lake.

The vessel tonnage arriving for the past year was largely in excess of the previous

year, the correct figures showing as follows: 1886, 853,695 tons; 1887, 1,011,004 tons. This large amount of vessel room has carried many curious cargoes during the season, both to and from Duluth. Gold, silver, copper and iron have been among the minerals shipped to points in the United States and to places in Great Britain and continental Europe. Whole shiploads of oil have been received here and have been distributed over the entire Northwest. Wool from the vast flocks of Western sheep ranches, and hides from the fertile grazing lands at the base of the Rocky mountains, whole train loads of Columbia River salmon, have gone eastward in the floating leviathans which frequent Duluth. Hundreds of miles of railroad iron, enormous cargoes of cedar ties, thousands of tons of lime, and great amounts of other heavy staples have been received. The wheat, corn, flax and other grain business will be fully given elsewhere, but considerably over one million barrels of flour have been received by rail and shipped by lake during the year.

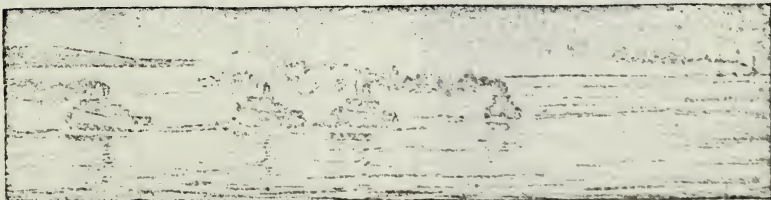
Tardily, it is true, but none the less surely, is the general government recognizing the importance of Duluth as a maritime center. Niggardly, to be sure, are her appropriations, but they are getting larger, and the dredging and other improvements are being pushed with skill and proper economy. The United States fish hatchery will be built this year, and would have been completed in 1887, but for the untimely death of Prof. Spencer F. Baird, which necessitated the entire reorganization of the fish

commission, and delayed matters relating to the subordinate hatcheries. Duluth's United States Life Saving station will be erected this year and the crew organized before the next fall gales set in. Here, too, is located the headquarters of the government inspectors of hulls and boilers for this district, and it is generally understood that one of the "revenue" boats of the United States navy will be placed on Lake Superior during the coming summer, with permanent headquarters at Duluth. The United States Engineer, Captain Quinn, with several assistants, is located here, and reports from several lake ports are made to this office.

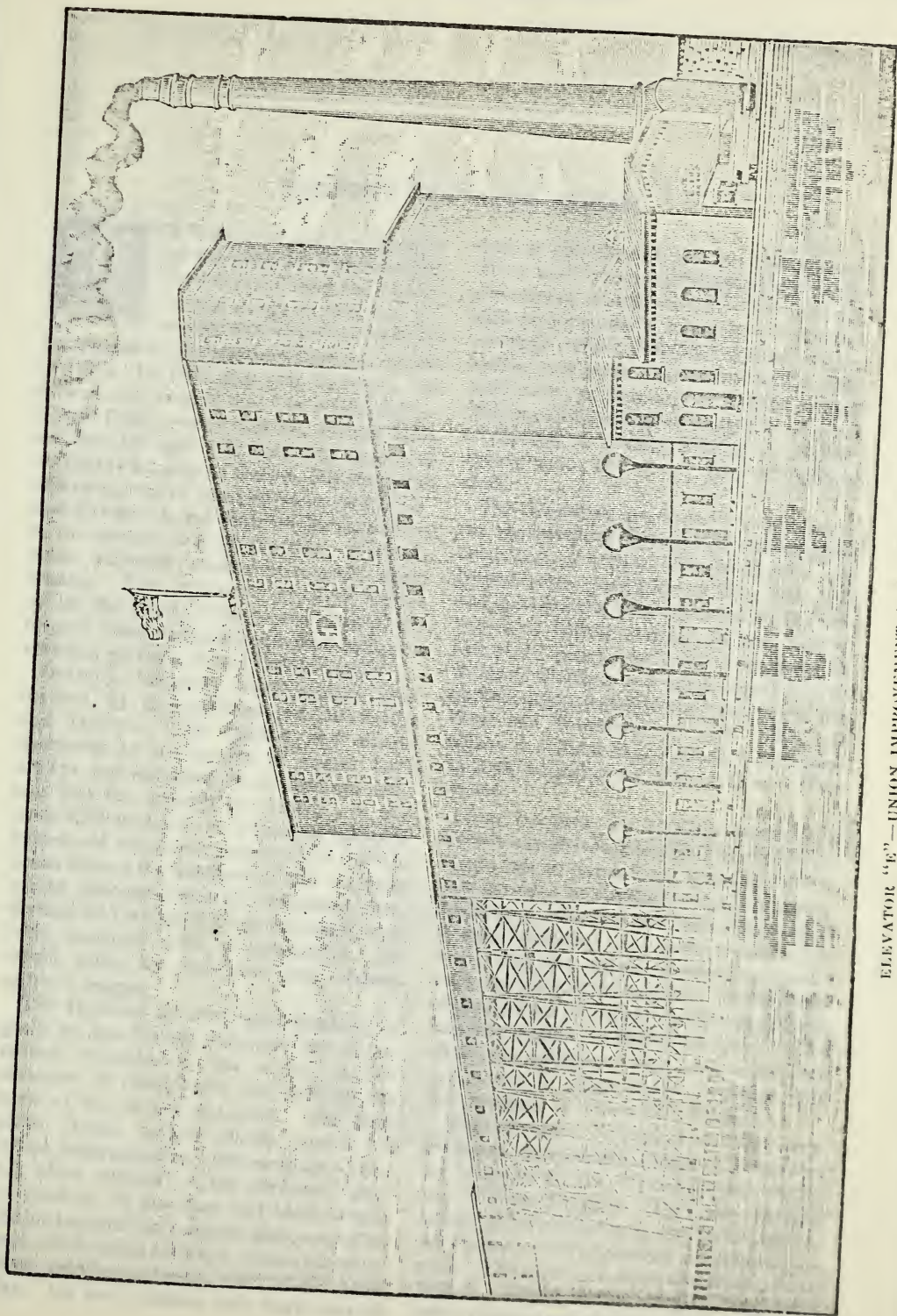
Until in more recent years, people frequented the famous resorts of Maine, New Hampshire, the Atlantic and Gulf coasts for both pleasure and health, but now the tide has changed and set steadily in toward Lake Superior and the Western sanitariums of the Northern Pacific railroad. The passenger steamers have been crowded to the utmost during the last season, with tourists in search of health and pleasure, both of which are found so freely in this delightful climate.

The marine interests of Duluth are but in their infancy, and with the establishment of dry docks and shipyards (which has already been commenced) a new branch of development will be inaugurated.

The contracts which are already in the hands of shipbuilders of the lakes include over twenty new vessels intended for the Duluth trade exclusively on Lake Superior. Many of them will be in service in 1888.



A TEST OF SPEED.



ELEVATOR "E"—UNION IMPROVEMENT AND ELEVATOR COMPANY.

DULUTH'S ELEVATOR SYSTEM.



HE history of the development of the elevator system of Duluth is practically the history of the struggles and the triumphs through which the city has passed to the attainment of her proud position. In 1870, the year in which the first acre of land in that vast wheat field—North Dakota—was entered, Duluth built her first elevator. At that time there was no other entrance to Duluth bay than that offered by way of the Old Superior harbor, and Elevator A was built on the lake shore in the eastern part of the city. A break-water afforded shelter to vessels while loading. Now, upon the greatest harbor on all the chain of lakes are located the largest, most complete and best equipped systems, perhaps, in the United States.

Duluth's elevators have always been favored by the producers of Minnesota and Dakota. Fair dealing and liberal treatment in the matter of prices have always characterized their management, and this has brought its reward. In one week 2,800 carloads, or a total of 1,500,000 bushels of wheat were received in Duluth. Some idea of the vastness of this quantity can be obtained from the statement that, divided into trains of thirty cars each, each train supplied with a locomotive, this would make an unbroken line sixteen miles in length.

The facilities for the rapid handling of grain by the Duluth elevators are unsurpassed anywhere in the world. A few instances of rapid work will indicate the truth of this broad statement. The Propeller Onoko carries 90,000 bushels of wheat—equivalent to 180 carloads. She has often arrived at the elevators after 7 o'clock in the morning, and been outside the harbor with her cargo in place and trimmed, her hatches battened down and everything shipshape, before noon of the same day. On one occasion this work was all

done in 135 minutes, and her vast cargo of No. 1 hard wheat was weighed out of the elevator in eighty minutes. On one occasion two vessels, a steamer and consort, carrying 130,000 bushels, arrived in the harbor at 4 p. m. By 6, two hours later, both were on their way to Buffalo, loaded. This rapid handling of freight is of great advantage to vessels trading at Duluth, saving them hours and days of valuable time.

The elevators are equally well adapted for the handling of corn and coarse grain. Over half a million bushels of corn, and considerable quantities of flax, oats, rye and barley have been received by the elevators of Duluth during the past season. Duluth is as near the eastern seaboard by water as Chicago, and much nearer a large portion of the corn-growing districts of the West and Southwest by rail. This fact makes it evident that Duluth will become as great a market for corn as it now is for wheat.

Year by year the elevator capacity of Duluth has grown, but never in one season before has so much been accomplished in this direction as during the one just closed. Starting in with the new year, the work of elevator building has gone steadily forward, and the actual increased capacity amounts to 8,050,000 bushels. The capacity of the sixteen elevators and warehouses is, in exact figures, 19,350,000 bushels. A list of all the buildings, with their respective capacities, is given below, together with the company to which each belongs.

The elevators belonging to the Great Northern and Duluth Elevator companies are situated on the Wisconsin side of the bay in West Superior. They are counted, however, as belonging to the Duluth elevator system, and for several conclusive reasons. The offices of these elevators are in Duluth. Every bushel of grain that goes into or comes out of them is inspected and

its grade determined by Duluth inspectors, acting under the inspection laws of the State of Minnesota. Their warehouse receipts are made "regular" on the Duluth Board of Trade, and they are under heavy bonds to this Board of Trade, guaranteeing that the offices shall be in Duluth, and that their business shall be conducted strictly according to the laws of the State of Minnesota, and all the rules and regulations of the State Board of Railway and Warehouse Commissioners and of the Duluth Board of Trade, now or hereafter in force. They are Duluth elevators in every particular, save the soil they stand on.

LAKE SUPERIOR ELEVATOR COMPANY.

	Bushels.
Elevator B.....	1,000,000
Elevator C.....	1,100,000
Elevator D.....	1,250,000
Elevator G.....	1,750,000
Elevator I.....	1,750,000
Warehouse 1.....	750,000
Total.....	7,600,000

UNION IMPROVEMENT AND ELEVATOR COMPANY.

Elevator E.....	800,000
Elevator F.....	1,500,000
Elevator H.....	1,300,000
Warehouse 2.....	650,000
Warehouse 3.....	700,000
Total.....	4,950,000

GREAT NORTHERN ELEVATOR COMPANY.

Elevator A.....	1,750,000
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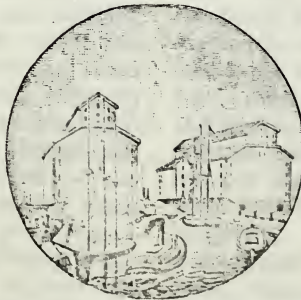
DULUTH ELEVATOR COMPANY.

Elevator 1.....	1,000,000
Elevator 2.....	2,000,000
Elevator 3.....	2,000,000
Total.....	5,000,000

ST. PAUL AND DULUTH ELEVATOR COMPANY.

Drying elevator.....	50,000
Grand total.....	19,350,000

Yet with this extraordinary capacity, the growing demands of the rapidly developing Northwest promise to make a large increase necessary at an early day. The territorial statistician of Dakota says that the yield of wheat in that territory alone for 1887 is 62,553,449 bushels, while at this writing the most accurate figures obtainable indicate that the yield in Minnesota will not fall far short of 40,000,000 bushels. Still new farms, covering vast areas of the most productive wheat lands in the world, are being opened up each season, and the railroad systems building to Duluth bring to our doors the product of those sections heretofore remote. The elevator system of Duluth is destined to lead the world in its perfection of construction, facility in handling grain and vast storage capacity.



THE COAL TRADE.



ULUTH'S coal trade may well be termed an industry. From the opening of navigation to its close, an army of men are employed on the immense coal docks about the bay, unloading the large ships which bring the dusky diamonds from the Pennsylvania mines, and loading it again on cars which take them to the cities and villages and farms of the broad Northwest. The development of the coal trade at Duluth has been rapid and steady. Previous to 1881, the Northwestern Fuel Company was the only coal company doing business here. In that year the Lake Superior Coal and Iron Company put in docks. In 1882, the Ohio Central Coal Company began work on their big dock and completed a sufficient portion of it to be able to receive a quantity of coal. The next year the St. Paul & Pacific Coal and Iron Company became successors to the Lake Superior Company. In 1884 the Pioneer Coal Company received a small amount of coal, and in 1886 the Lehigh Coal Company was formed and built a dock at West Superior. During the past season large and extensive additions have been made to the coal receiving and shipping facilities on the bay, and the nearly one million tons received this season have taxed to the utmost this extraordinary capacity.

Every settler on the Northwestern prairies makes a new customer for Duluth coal, and the astonishing development of the business at Duluth is not surprising when one realizes the changes that are going on in the great empire of which Duluth is the key. The coal consumed by St. Paul and Minneapolis passes through this city, and it is due to the close proximity of the twin cities to Duluth that fuel can be sold in them for so low a figure as it is.

The following table indicates how steadily this branch of trade at the head of Lake Superior is developing. The figures given

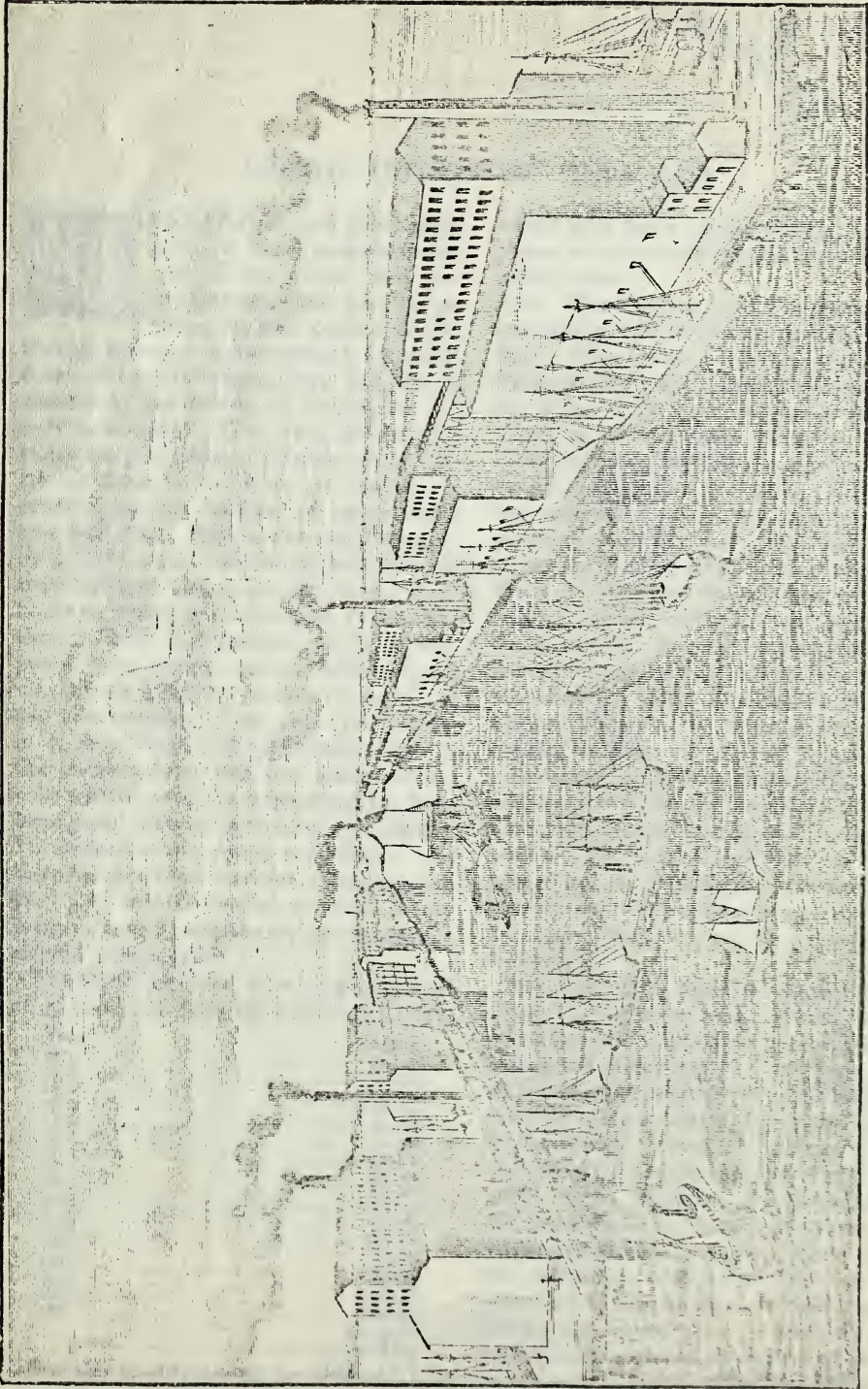
are the total receipts for the respective years:

Year.	Tons.
1878.....	31,000
1881.....	163,000
1882.....	220,000
1883.....	420,000
1885.....	595,000
1886.....	736,000
1887.....	912,000

These figures indicate an increase in 1887 over 1886 of 176,000 tons, while the increase of 1886 over 1885 was 141,000 tons, showing that the ratio of increase is greater with each succeeding year.

To get an idea of the vastness of this amount of coal, let us note the number of cars it requires to handle the receipts for 1887. Ten tons is a carload of coal. It would require, then, 91,200 cars to move the receipts of the past season. Strung out in a straight line, these cars would reach over half way from Chicago to New York, or a distance of quite 500 miles. Other interesting comparisons might be instituted, but this one conveys, in some degree, the magnitude of this industry, and of its importance to the maritime and railroad interests of Duluth. The boat which comes to Duluth for wheat brings coal from Buffalo. The cars which bring wheat from the broad fields of the Northwest to the mammoth elevators at Duluth, take back coal to the wheat growers.

One reflection is suggested by these facts and figures which will receive but a bare mention here. What is true of the coal trade of Duluth is surely destined to become true of all the lines of trade and commerce. Dry goods and provisions, clothing and hardware, will all come to this point, where the great waterway of the continent meets the enterprising Northwestern systems of railroads. It is not mere conjecture—it is but history repeating itself—to predict that Duluth is destined to become the commercial metropolis of the Northwestern empire, as she is now the greatest wheat market and coal center.



THE LAKE SUPERIOR ELEVATOR AND UNION IMPROVEMENT AND ELEVATOR COMPANIES' SYSTEMS.

DULUTH THE FUTURE FLOUR CITY.



MINNEAPOLIS is at present the greatest flour manufacturing city in the world. But notwithstanding her queenly position in the milling world,

Duluth draws a heavy tribute, annually, from the great Flour City, and she is obliged to pay tribute to Duluth on this very commodity. Each year Minneapolis ships many hundreds of thousands of barrels of flour to the East via Duluth, in order to get the benefits of cheap water transportation. The cost to the Minneapolis miller on every barrel of flour shipped from his mill and laid down in the warehouse at Duluth is not less than twenty-five cents. Since and including 1871, Minneapolis flour manufacturers have shipped via Duluth 9,659,600 barrels of flour. At the low estimate of 25 cents per barrel, it is seen that the additional cost to the millers, from this one source alone, over what it would have been had the flour been manufactured at Duluth, is \$2,414,900. These figures are simply stupendous, and their truthfulness remains unchallenged. How long will the careful, watchful manufacturer permit so great an opportunity to remain unimproved?

The following table shows the shipment of Minneapolis flour via Duluth by years:

Year.	Barrels.
1871.....	164,100
1872.....	119,600
1873.....	139,000
1874.....	287,400
1875.....	256,100
1876.....	351,400
1877.....	345,500
1878.....	353,400
1879.....	511,900
1880.....	551,800
1881.....	625,800
1882.....	353,600
1883.....	791,800
1884.....	814,300
1885.....	1,155,900
1886.....	1,500,000
1887.....	1,335,900
Total.....	9,659,600

But this is only one of the features, in a comparison of Duluth with Minneapolis,

which is in favor of the former. A brief glance at one or two additional points may not be amiss.

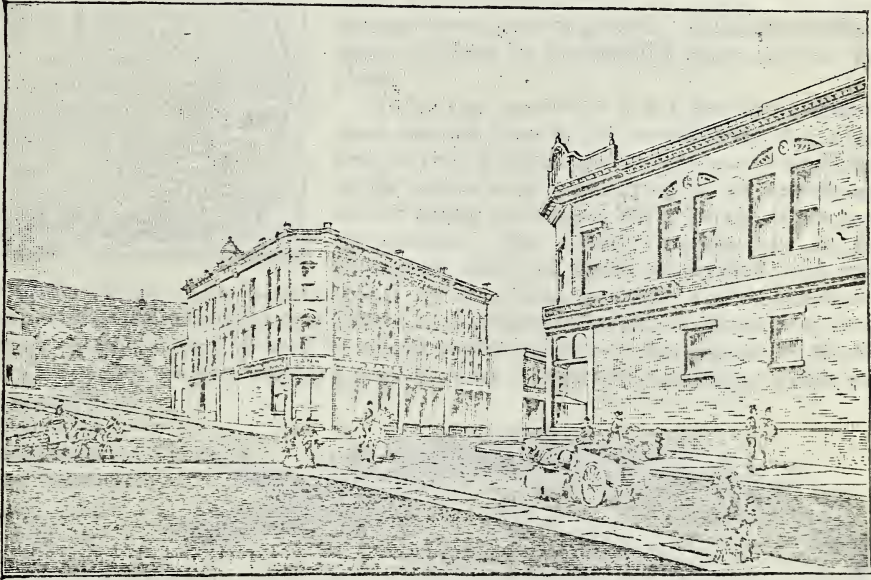
1st. Water power is an essential to the economical and profitable manufacture of flour. The water power of Minneapolis which has been the magnet to draw thither the great mills now operating there, is found to be unreliable, irregular and in every respect unsatisfactory for the perennial operation of the mills. Indeed, so little reliance is now placed upon this power at Minneapolis that steam has been placed in all the leading flour mills of that city. What of Duluth's water power? It is steady, regular, reliable and practically inexhaustible. This is a strong statement, but it is strictly true. Mills can be furnished all the power necessary from January 1 to December 31 of every year. The rushing waters of the St. Louis river, sweeping grandly down over a solid granite bed, heed not the icy hand of winter, nor lessen their force through the dry summer season. By simply utilizing the power nature has so generously bestowed, flour for millions to consume can be made along its banks from the golden grain of the Northwest.

2nd. Reasoning from the steady decline of the water powers of the country and the equally steady increase in the efficiency of high-grade steam engines, there are some who believe that flour will soon be manufactured almost entirely by steam power. If that comes to pass, Duluth has marked and manifest advantage over any other point in the country. A mill located on the water front at Duluth would have its wheat delivered at one door with no charge for switching, while the flour could be rolled out of another door, without expense for cartage, directly into the hold of a great steamship which has brought coal enough in one trip to run a half-dozen of the largest mills in the world for an entire year.

To say nothing of a dock front location, with its freedom from charges for switching and cartage, Duluth has a tremendous advantage over Minneapolis in the manufacture of flour by steam power. Coal of the same grade is from \$1.50 to \$2.00 per ton less than in Minneapolis, while by the use of properly constructed grates, screenings can be used which are never shipped inland. A supply of such screenings,

the winter months something like twenty million bushels of the best wheat grown in the world are held in store here. The miller, then, instead of having to invest great sums in wheat for manufacture into flour, will have these immense stores to draw from, paying the ruling price, and taking the grain in quantities desired. The importance of this is self-evident.

It is safe to predict that with the im-



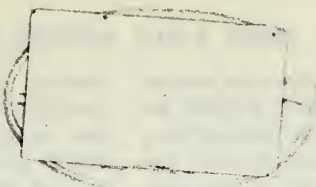
AT THE WEST END.

which proved perfectly adapted to steam-boiler use, was secured by a manufacturing establishment in Duluth for the winters of 1886-7 for \$1.60 per ton, laid down alongside the boiler house where it was to be burned.

3rd. Duluth is one of the leading primary wheat markets in the world. Here the broad farms of Minnesota and Dakota send their vast yield of wheat for transshipment to the Eastern markets. During

provement of the water power of the St. Louis river next season, as contemplated by Jay Cooke and his associates, that Duluth will shortly become one of the leading flour manufacturing centers of the country. Certainly, no place offers greater opportunities for the successful operation of flouring mills than does Duluth, and from no other city in the West can the product of the mills be transported to the markets of the East.





THE LUMBER INDUSTRY.



DULUTH has been called boastful by municipalities whose organizations ante-date hers by many years, but Duluth has reasons—good and sound ones—for every claim which she makes. "An infant in years but a giant in growth," is the verdict which must be given by fair-minded people all over the globe.

In no one particular is the growth of Duluth more marked than in the manufacture of lumber, and the Duluth district gives a total cut as surprising to the public as it is gratifying to the statistician. Duluth makes no claim to the great age of her lumber industry. Her tributary forests are as yet untouched, many of them unsurveyed, and vast

tracts of timber have only been explored by occasional "cruisers" and "estimators." Within a decade the manufacture of lumber in the Duluth district has grown from comparatively nothing to a grand total of nearly 225,000,000 feet of pine lumber, 80,000,000 shingles, and 71,550,000 lath, besides a large quantity of other soft varieties of woods and quite a respectable total of oak and fancy hardwoods. There are some very large mills in the district (notably those at Cloquet), and a number of smaller ones, which, with the new plants to be put in operation this year, will give a total of about twenty active mills in the district.

Although the work of the "sturdy woodsman with his axe" has just been fairly begun,

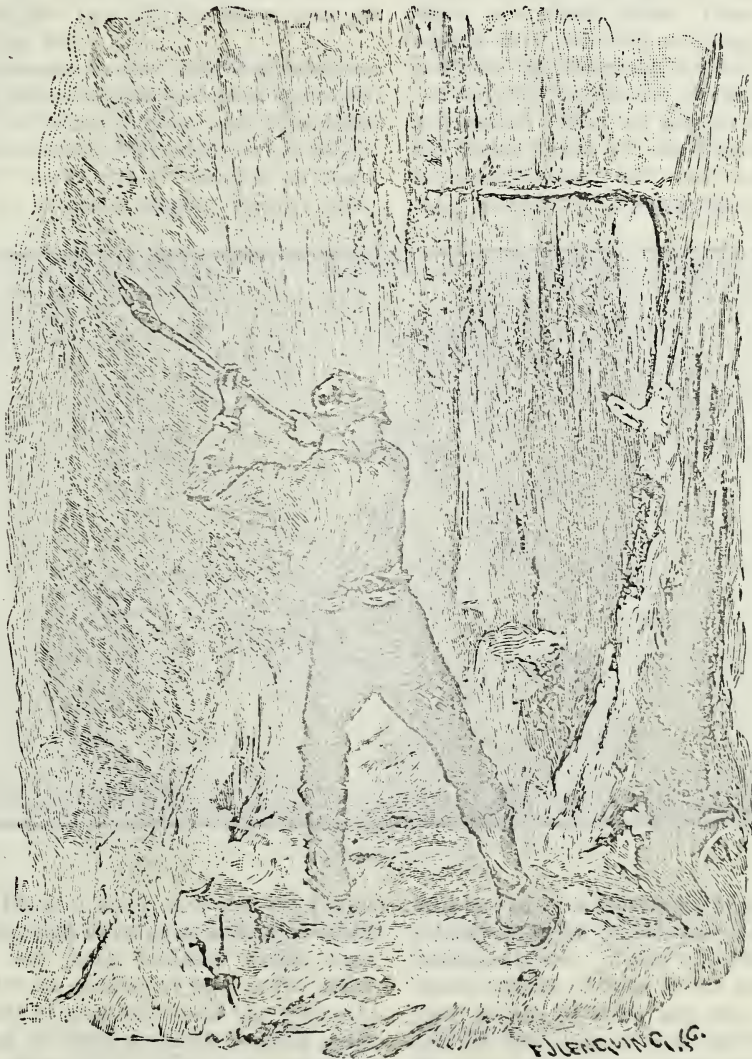
during the present winter there are nearly six thousand men employed in "logging" in this district at wages averaging \$29 per month. Nearly twenty thousand carloads of lumber have been handled in the district. These cars would make a continuous line 125



DOWN AT THE BOOM.

miles long and would require 1,000 locomotives to move it, or a total length of rolling stock—counting flat cars, engines and cabooses—of 142 miles. The slack of this train represents a length of 22,000 feet, or not quite so far as from the Duluth post-

cargoes alone during 1887 the total of lumber shipped was nearly 5,000,000 feet, the great lumber barge Wahnapiatae taking out this amount, which is at the head of such cargoes in the world. By rail and lake the manufactured article in this district has



"THE STURDY WOODSMAN WITH HIS AXE."

office to the steam forge works on Grassy Point.

Most of this lumber has been handled by rail, but a number of cargoes have gone from here to New York and Pennsylvania by lake, without breaking bulk, and in two

been shipped in all directions, and the large increase of manufacture in 1887 over that of the previous year, bids fair to be eclipsed in that promised for 1888. Nearly 300,000,000 feet of logs will be cut in this district during the present season (1887-88),



and this, with a small surplus of about 30,000,000 which did not reach the booms, will be turned into lumber, lath and shingles by the mills already enumerated. On streams tributary to the St. Louis river, and which have been thoroughly explored, it is estimated that there is now standing at least 2,000,000,000 feet of the finest pine on American soil.

Lumbermen in the Duluth district are rapidly becoming independent of bad roads, scarcity of water or snow, and other kindred drawbacks which play havoc with a season's work, and are making arrangements for extensive logging railways, simi-

the Duluth district in a decidedly favorable light, as the following will show, the fact of course being considered that Duluth is a child among the lumber producing portions of the country, and that while her vast tributary "pine barrens," as the gentleman from Kentucky is pleased to call them, are almost intact, those of other regions have but little standing merchantable pine left within easy reach of a market.

Nearly 300,000,000 feet of logs will be cut and banked during the present winter, and the manufacture of the Duluth district, including the new mills elsewhere spoken of, is anticipated to climb up to the com-



BREAKING THE JAM.

lar to Paine & Co.'s at Northern Pacific Junction, only on a more extended scale, which will place facilities within their reach for the landing of logs at the different mills at any season of the year. At least one of these proposed logging roads will be thoroughly graded and equipped for the general business of railways in 1888, and will ultimately reach a point on the lower portion of the Vermilion range. It is understood the St. Paul & Duluth railway company is a prime mover in the matter.

Comparisons between a few of the great lumbering districts of the Northwest place

fortable figure of 310,000,000 feet of lumber, a large increase in shingles, and a small increase in lath. There will probably be a small surplus of logs in the district next year, unless all mills are run night and day, for there are now in the booms and "hung up" in various places about 30,000,000 feet of logs, one company having over 12,000,000 feet in this predicament. A gratifying peculiarity of the logs in this district is the large proportion of high grade lumber, and the small amount of "culls" or low grades which they produce.

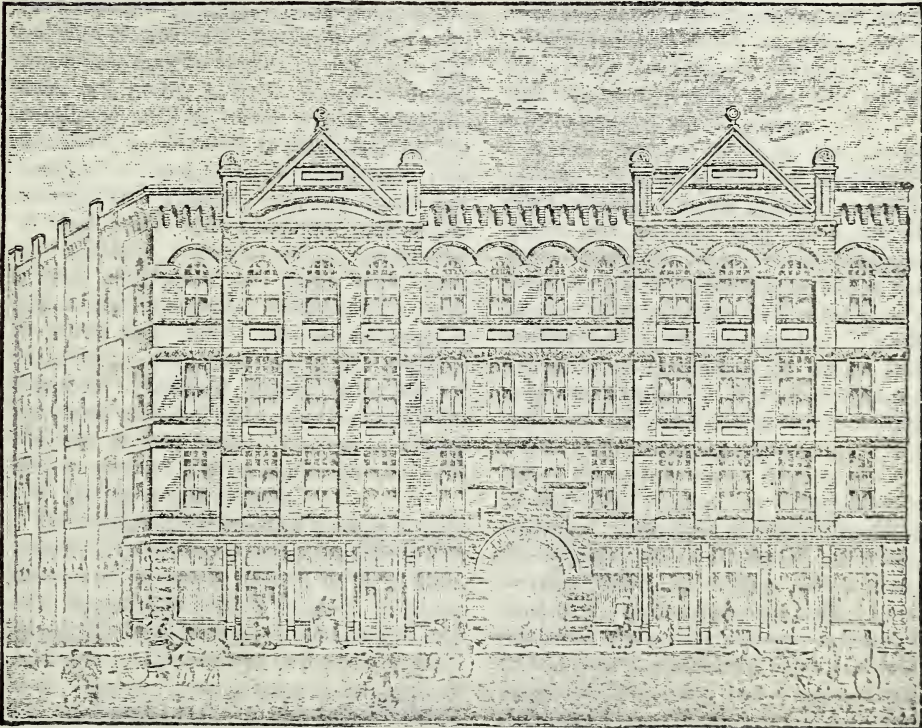
The following table indicates the position occupied by the Duluth lumber district

among others of this section. The figures show the cut for the season of 1887.

	Lumber.	Lath.	Shingles.
Duluth district.....	225,000,000	71,550,000	79,550,000
Eau Claire mills....	226,750,000	62,497,440	96,984,750
Menomonic mills....	142,146,619	29,913,960	66,577,500
Minneapolis mills .	217,542,384	49,341,610	56,974,410
Ashland mills.....	80,490,890	.....	.....
Washburn mills.....	60,000,000	.....	.....
Bayfield mills.....	20,000,000	.....	.....
Mason mills	30,000,000	.....	.....
Drummond mills....	23,722,793	5,896,000	13,731,000
Hayward mills.....	30,000,000	.....	.....
Rhineland mills..	38,000,000	.....	.....
Total	1,693,652,686	219,300,950	256,767,660

district, two mills have a total cut of 82,000,000 feet of lumber, 19,750,000 lath, and 39,500,000 shingles, and this gives only a partial showing of their capacity, for both the C. N. Nelson lumber company and the Cloquet lumber company would have increased this production of manufactured lumber at least one-third if logs had been at hand when needed.

Among the lumber firms in this district may be mentioned R. A. Gray, Peck & Co., Hubbard & Vincent, Huntress & Brown, Barnhart Lumber Company, Duncan,



THE O'BRINE & KNOWLTON BLOCK.

The foregoing statements of respective cuts of various mills and districts are taken from the lists of hundreds of Wisconsin and Minnesota mills of various capacities, some of which are the largest in the country, and have a national reputation as large manufacturing plants. At Cloquet, in this

Gamble & Co., Peyton, Kimball & Barber, Bradley & Hanford, Asa Dailey, Sellers & Owens, Cloquet Lumber Company, C. N. Nelson, Cloquet Water Power Company, W. H. Brown, Paine & Co., A. M. Miller, John McKinley, Williston & Lowe, and many others of importance.



SCHOOLS AND EDUCATIONAL INTERESTS.



EDUCATIONAL interests occupy no secondary place in the development of the city nor in the estimation of its people.

Duluth's public school system owns real estate and buildings valued at \$300,000—the buildings, eight in number, fitted with all modern school appliances—and the course may be begun by a toddler who does not know A from Ampersand and continued until as a high school graduate, the pupil is prepared to enter any of the leading colleges. Modern methods rule throughout. Primary scholars learn first to read words and sentences, afterwards the alphabet. Beginners in geography mould continents of clay, with seas, plains and mountains, to gain clear ideas of form and size. Laboratory practice familiarizes the principles of the physical sciences. Standard literature, works of reference and the newspapers supplement the lore of text books. Reason is placed above memory and intelligence and skill pervade the whole system.

The work is conducted by a corps of fifty teachers, including special instructors in music and drawing, headed by R. E. Denfeld, Superintendent of Schools, to whose labors much of the present efficiency is due. And very unlike are the two score or more rosy, vigorous young women engaged in the "delightful task" to the fabled school-ma'ams with spectacles and ferule whose memory is associated with hard benches and harder lessons. There look to be more Hebes than Minervas in this bevy, though the severe examination that tests their fitness leaves no doubt upon their acquirements.

Under these priests of learning over two thousand votaries are enrolled, and the increase in school population testifies, with every other available comparison, to the growth of Duluth. Up to December 1st last year the names of 1550 scholars were on the

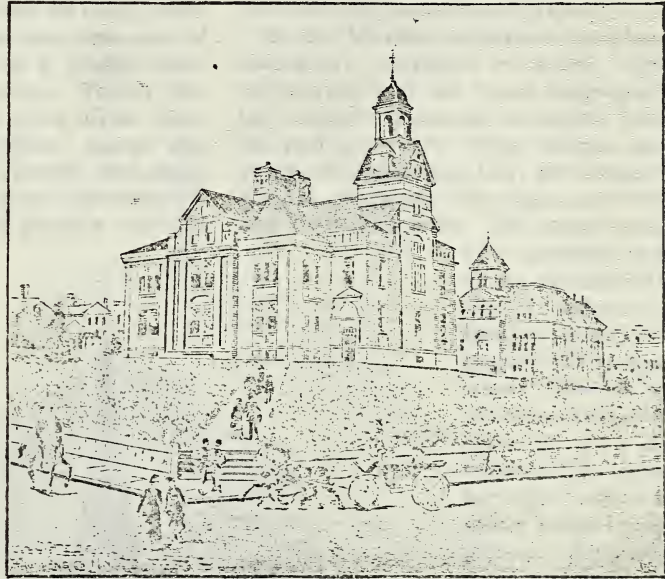
rolls, and the total for the year reached 1860. Each month this year shows so far an attendance one-third larger than a year ago; more than two thousand names have already been entered, and it is estimated that the total enrollment for this school year will reach two thousand six hundred or two thousand seven hundred. Many of the grades are already pressed for room and one, and perhaps two, new buildings will be needed within a year.

A new feature this year are the night schools. Started the first of November the three evening schools already number 150 pupils and another fifty are expected to enter during the winter, while two more of these schools will probably be added before spring. The experiment is considered successful, and its results valuable. The High School is an institution of which Duluth may well be proud. With sixty-two pupils last year, its membership now is eighty, to which half a dozen accessions are expected before the year is over. This is one of five in the state ranked as "first-class high schools." Its course not only supplements the common school education but prepares for any American college, and a diploma from this school entitles the holder to enter the State University without examination. Of last year's graduating class one entered the State University, two Carlton College, one Lake Forest Seminary and two the St. Cloud Normal School. This year ten diplomas are to be conferred. The High School occupies a handsome three-story brick building at First avenue east and Third street, costing \$25,000, and completed a year ago. Its equipment includes a library of 1,000 volumes, of which 300 were added within a year, and a lecture room and a laboratory whose furniture and apparatus cost \$1,500. For increasing the latter \$400 annually is apportioned from the State funds. A supplementary library of 600 volumes, distributed among the lower

schools, serves the purpose of a larger number of books by a system of rotation. Liberal provision is made for the support of these schools. The levy this year is \$86,000, of which \$25,000 is apportioned to the building fund, the rest accredited to ordinary expenses. The system, then, costs about \$25 per capita, an outlay as generous as it is economical. There is also an annual allotment of about \$2 per pupil from the State school fund.

The public school system is the leading feature, but by no means the sum, of Duluth's educational interests. There should also be mentioned the excellent sectarian schools, five in number—the German Church school, the Norwegian and Danish Lutheran, St. Clement's Parish school, St. Stanislaus, St. Thomas and the Swedish Lutheran school. There is a business college of more than local reputation and a classical school well established and successful. Drawing and design are taught in several studios; musicians, vocal-

ists and elocutionists find many enthusiastic students; large private classes flourish in English literature, history and the modern languages. Duluth is a busy place, but the young folk are not allowed to grow up untaught, and the elders find time to devote to self-culture. The public school system



TWO OF DULUTH'S SCHOOL BUILDINGS.

has been established on a broad basis, and Duluth's educational interests will compare not unfavorably with those of any city East or West.

A LIBEL IN RHYME.

Far away back in the Northwest interior,
Laving her locks in the lake called Superior,
Singing her song ever cheery and cheerier,
Bragging her brag that ever grows drearier,
Making the listener weary and wearier,
Shouting: "The rest of the earth is inferior!"
Sending abroad her wild boast to grapple us,
Claiming she's swiftly outgrowing Minneapolis,
Making like lightning her well-swiveled jaw go
In taunting derision at St. Paul and Chicago,
Boasting the growth of its gigantic youth
In language that spares the indigent truth,
Cackling aloud o'er her new-cut first tooth,
List to the bazoo of booming Duluth.

—[Buffalo Milling World.]

RELIGIOUS, SOCIAL AND BENEVOLENT INSTITUTIONS.



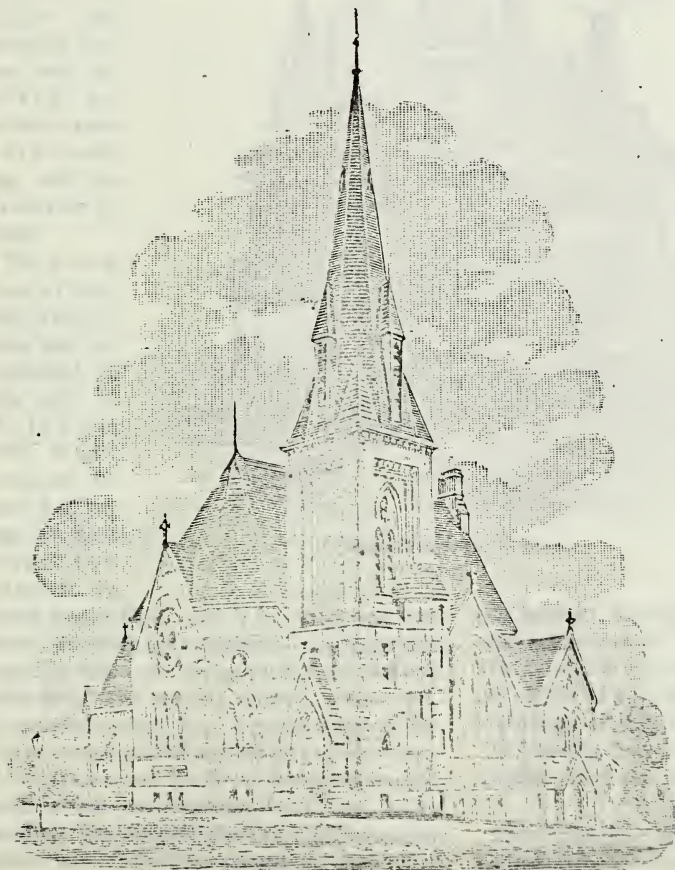
ALTHOUGH directing its strongest efforts and its chief attention to the one great aim of building up a mighty commercial center Duluth has not been unmindful of those higher aims and necessities, its religious, moral and social development. Through the chaos of lawlessness and iniquity attending the establishment of a new frontier town, it

benevolent societies as on a par with cities twice its age, size and population.

On the hillsides of Duluth are planted twenty-two churches, in which regular services are held and whose congregations have rapidly increased, especially within the past two years. They include nearly every denomination, and are owned by English, German, Scandinavian, Polish and French societies. The total value of

the property owned by the churches of the city is estimated at \$350,000. Pilgrim Congregational church, whose splendid new structure is illustrated herewith, was destroyed by fire November 27th, only a few weeks before its completion. Work on its reconstruction, and according to the original plan, will begin early in the spring, and it will be finished during this year. Several new houses of worship have been built during the year 1887, and new ones are being planned, some by already established churches, others by new societies.

Several influential non-sectarian religious institutions, aiming to reach those who are not connected with churches, are established, notably the Y. M. C. A., and the



PILGRIM CONGREGATIONAL CHURCH.

has struggled steadily and manfully, until today it points to its churches, schools and

Bethel. The latter was organized and opened in June, 1887, by Rev. C. C. Salter,

to whose unceasing efforts mainly it owes its successful issue. Situated on Minnesota Point, in the heart of a section frequented by seamen and sailors, its work, not restricted to any particular kind or to any class of people, has been most beneficial and successful. It is supported entirely by donations, which have been liberal and generous. The property is held in trust by a board of directors consisting of twelve clergymen of Duluth, acting in behalf of the Western Seamen's Friend Society of Chicago. In December a lot 50x140 on the corner of Lake and Sutphin avenue was secured, on which a suitable building will be erected in 1888.

The Young Men's Christian Association was established in this city in October, 1882. It now owns the lot and building, 18 East Superior street, is

much frequented, and is in every way in a most flourishing condition. A spacious reading room on the ground floor is filled with daily and weekly papers, magazines, illustrated papers, etc. A gymnasium under the management of a competent instructor, is maintained on the lower floor, connected with which are dressing, bath and toilet rooms. The second story is used for social gatherings, religious meetings, etc. The entire building is heated by steam and lighted with gas and electricity. Its present efficient general secretary is Mr. W. H. Holmes, to whose indefatigable and intelli-

gent labors is due in a great part the extraordinary success of the association.

A Women's Christian Temperance Union, as well as a Young Women's Christian Temperance Union, are established, and are carrying on the work of temperance. Both societies are in a flourishing condition, financially as well as otherwise, and have a long list of members.

Sunday-schools and benevolent societies of all kinds, and organized for various

purposes, are connected with all of the churches and are an important factor in the upholding and upbuilding of moral forces in the community.

The religious, moral and benevolent work of the city is characterized by that same spirit of enterprise and aggression which is the peculiar stamp of everything Duluthian. Great enterprises are undertaken



RESIDENCE OF H. H. BELL.

and carried through with an enthusiasm and spirit which brooks no hindrance. The splendid success which has crowned the efforts of all workers in these directions is a happy augury for the future of Duluth.

Following is a list of the churches and religious societies now in this city:

BAPTIST.

First Baptist, corner Third street and Second avenue west.

First Swedish Baptist, corner First street and Nineteenth avenue west.

Second Baptist, corner First street and Twentieth avenue west.

Endion Baptist, Second street, between Tenth and Eleventh avenues east.

CATHOLIC

Church of the Sacred Heart, corner Fourth Street and Second avenue west.

St. John the Baptist, French Canadian, Superior street, between Summit and Eleventh avenue west.

Polish Catholic Church, corner Third street and Fourth avenue east.

St. Clement's Church, Third street, between Twentieth and Twenty-First avenue west.

CHRISTIAN.

Church of Christ, Fourth street, near Piedmont avenue.

CONGREGATIONAL.

Pilgrim Congregational, corner Second street and First avenue east.

Swedish Church of Christ, corner Second street and Twentieth avenue west.

EVANGELICAL.

Norwegian and Danish Evangelical, corner Fourth street and Fourth avenue west.

St. Paul's German Evangelical, corner Third street and Tenth avenue east.

LUTHERAN.

St. Matthew's German Lutheran, corner Fourth street and Sixth avenue east.

Swedish Lutheran, corner Second street and Second avenue west.

Swedish Lutheran, corner Third street and Twentieth avenue west.

METHODIST EPISCOPAL.

First Methodist Episcopal Church, corner Second street and Third avenue west.

Grace Methodist Episcopal Church, corner Third street and Twenty-Second avenue west.

Norwegian and Danish Methodist Episcopal Church, corner First street and Twenty-First avenue west.

PRESBYTERIAN.

First Presbyterian, corner Second street and Third avenue east.

Second Presbyterian, Superior street, near Fifteenth avenue west.

PROTESTANT EPISCOPAL.

St. Paul's Church, corner Second street and Lake avenue.

UNITARIAN.

First Unitarian Society, Ingall's Hall.

At the head of the institutions established for amusement only, stands the Grand Opera House. The Opera House block was built in 1883 by Messrs. Munger and Markell, its present proprietors. The theater is on the second floor, accessible from the street and the avenue, and has a seating capacity of one thousand. It is built after the most modern style of theater architecture, neat in design, comfortable and with splendid acoustic properties. It contains 750 opera chairs, 6 boxes and a gallery with a seating capacity of 250. The stage is furnished with excellent scenery and the latest stage improvements. Since January, 1887, the Opera House has been under the management of Mr. J. T. Condon, and its boards have been trod by many of the leading stars of the theatrical and operatic world. Among the profession, Duluth has the reputation of being one of the best three night stands in the country, many first-class companies playing week engagements to well paying houses. On the list of artists who have visited Duluth during the past year are such names as Booth, Barrett, Sol. Smith Russell, Roland Reed, Miln, Maud Granger, Kate Castleton, Maggie Mitchell and many other theatrical celebrities, while from the musical world we find Gilmore, Ovid Musin, Carleton Opera Company, Boston Ideals, Listeman Concert Co., and so on. The season 1887-88 will be the most brilliant in its record, the patronage is increasing and is more exacting in its demands. Duluth has a number of musical societies and organizations who furnish many delightful entertainments during the winter months. A great deal of interest is manifested in maintaining and encouraging musical enterprises of all kinds—more attention is being given to good music in the churches, and private musicales have grown numerous and fashionable. Many of our wealthy citizens are enthusiastic patrons of the art of arts, and private as well as foreign concerts are well patronized as a rule.

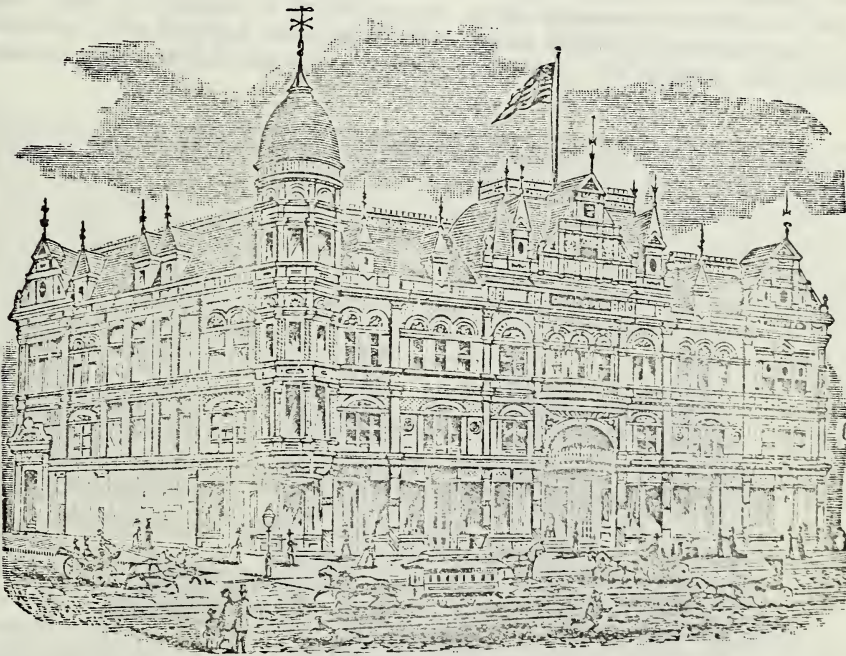
About thirty-five different associations, some of them organized solely for the amusement and social advancement of its

members, but the most of them for benevolent purposes, are established in Duluth. Among the latter are two Knights of Pythias Lodges, two Ancient Order United Workmen, one Independent Order Odd Fellows, one Knights of Labor Association, three Independent Order Good Templars, three Masonic Orders, one Knights of Honor, one Ancient Order of Hibernians, two Royal Adelpheia and many other so-called secret societies, a ladies relief society, a Scandinavian relief society, German and Polish Benevolent societies, etc., etc. Of the former class the Duluth Boat Club is one of the most recent and

brain," make the summer months, months of health and recreation and give a merry laugh to the crisp winds of winter.

ELEEMOSYNARY INSTITUTIONS.

The care of the sick and needy has not been neglected, and Duluth is paying its due attention to institutions of this kind. At present Duluth has three institutions devoted to work of this character, the St. Luke's Hospital, the Home for Women and Children, and St. Mary's Hospital. Two of these have been organized and suitable buildings erected during the year just passed.



THE GRAND OPERA HOUSE.

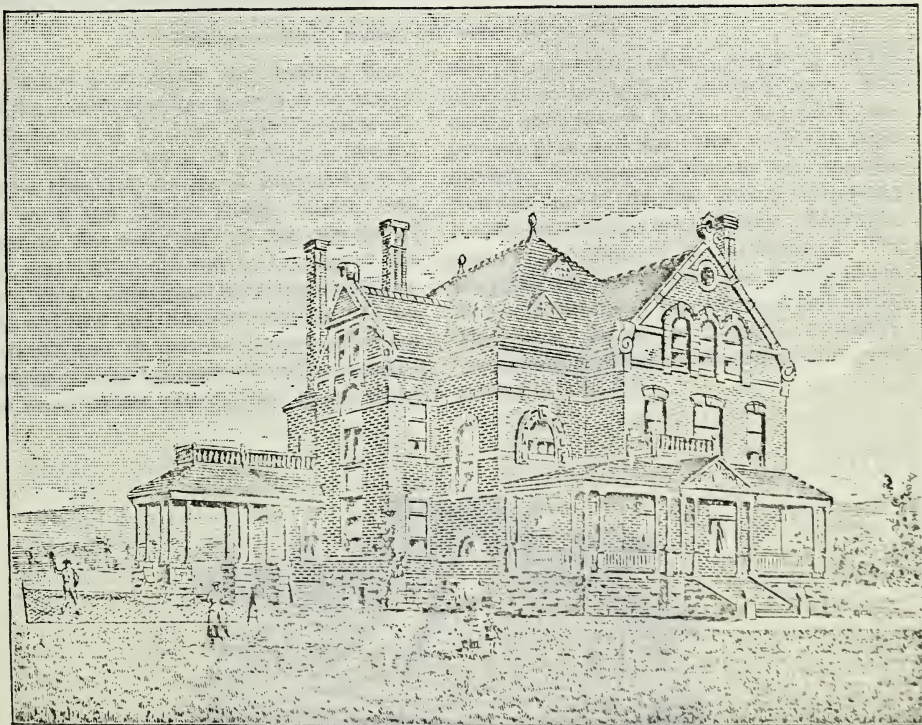
one of the strongest. It was organized in 1886. Its membership is limited to 125, and members have free use of their elegant boat house, equipped with beautiful row boats, shells, canoes and other appliances used for pleasure and recreation. The "Kitchi Gammi" club, the "Owl and Other" club, and numerous others, furnish delightful entertainments to their members, their families and invited guests, and keep up a continual round of amusements, entertainments and festivities during the year that "drive the cobwebs from the

The oldest is St. Luke's Hospital, which was organized in 1882 by Rev. Cummings, then rector of St. Paul's Episcopal church. The building which it occupies is on the corner of Fourth street and Second avenue east, and is a two-story frame house with stone basement. It has four wards and ten private rooms, affording ample accommodation for about thirty-five patients, although as many as fifty have been taken care of at times. Since the opening of the hospital 1177 patients have been taken care of; during the year 1887, 390. The officers

for the coming year are: Rev. C. A. Poole, president; Walter Ayers, treasurer; Th. Cullyford, secretary. The hospital is managed by a board of directors, consisting of the above officers and four other members of St. Paul's church, under whose auspices the work is carried on.

The Home for Women and Children was organized in 1885. In 1887 a lot was secured on Bench street, and a comfortable building erected thereon. The object is to provide a home for needy women and children, deserted wives, young girls thrown upon their own resources, girls waiting for employment, etc. The Home is under the direction of the Duluth Home Society, an incorporated body, at the head of which is Mrs. Sarah B. Stearns as president and treasurer. The building occupied by the Home is at No. 1722 Bench street, is built

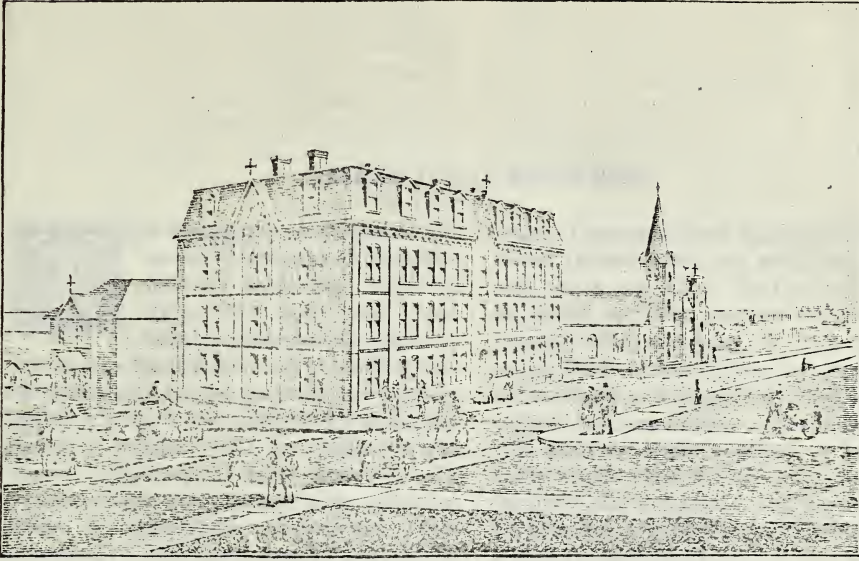
and comfortable apartments. The basement is used as furnace room, store room and wash room. The second floor is taken up by nine sleeping apartments, and the upper story is made use of as a drying room. Wide porches on the south side of the building afford a magnificent view and an opportunity to inhale the invigorating breezes of the beautiful lake. Since its foundation about 150 inmates have been taken care of. Seven of the children have been received from this institution by the State Public School for Indigent Children, at Owatonna, Minn. Although in a work of this character only a short sketch of the institution can be given, we cannot close this article without giving due credit to the promoter and builder of this Home, which already is exerting such a marked influence. Its existence and present suc-



RESIDENCE OF G. G. HARTLEY.

of frame and two stories high, with a large basement. The first floor contains the sitting room, dining room, matron's room, nursery and kitchen, all of them roomy

and successful standing is due to the thoughtfulness and tireless energy of Mrs. Stearns, its president and treasurer. It was through her influence that the Home was erected,

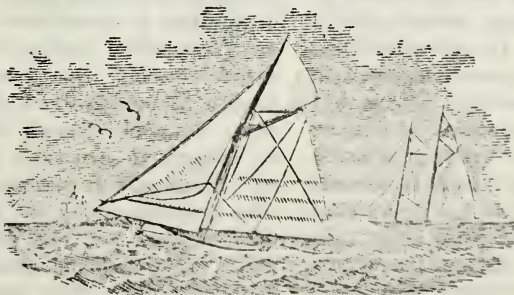


CHURCH, HOSPITAL, SCHOOL AND PARSONAGE OF THE O. S. B.

and it has been under her guiding hand that the institution has grown to be one of the foremost of its kind in the Northwest.

The largest hospital in Duluth is the St. Mary's Hospital, corner of Twentieth avenue west and Third street, which was begun in the early part of the summer of 1887, and was completed by the end of the year. It is a strong and beautiful structure, built of brick and five stories high. It has 14 wards and 46 private rooms, affording accommodation for from 200 to 300 patients. The ward rooms are on the upper floor,

also the surgical room, receiving ample light from the skylight and windows. The entire structure is built on the latest improved plan and furnished with the most modern conveniences for the accommodation and care of the sick. Steam for heating is used throughout the building. Elevator, gas, etc., are part of its furnishings. The hospital was erected by the Benedictines, and is in charge of the sisters of this order. They own besides the hospital, a church, school and parsonage, altogether a property valued at \$100,000.



YACHTING ON THE BAY.

AGRICULTURAL RESOURCES.

THE temporary chairman of the great Waterways Convention held at Sault Ste. Marie in July, 1887, said that "the sturdy woodsman with his axe, the miner with his pick, and the toiling husbandman with his ploughshare, have barely begun to scratch the surface of the mighty stores of wealth" that lie hidden in the country tributary to Lake Superior. In whatever direction one may turn, opportunities for profitable enterprises seem abundant in this great north land, which require only energy and intelligence to develop.

One of the most important interests which has to do with Duluth's future, and the one thus far most neglected, is that of agriculture. There is a widespread opinion that the lands in the immediate vicinity of Duluth are not calculated for the successful growing of cereals and vegetables, and the home seeker has been all too prone to hasten by and establish himself upon the prairies of the West, when better lands, lying closer to a cash market and susceptible of a greater diversity of crops, are waiting only to be subdued and cultivated to make the agriculturalist handsome returns.

All about the city, beyond the hills and stretching away along the length of the St. Louis river are vast areas of fertile soil, well watered and drained, which today can be bought at a low figure. These lands are destined to be the truck garden for a great city, for Duluth already demands more fresh vegetables than can at present be obtained, although she draws heavily on the resources of the more southerly portions of the state, and this demand is increasing with each passing year. The practical gardener, with a sufficiency of capital to make a start, however humble, would soon find himself on the road to fortune, did he faithfully and economically manage a farm within easy access of Du-

luth. Those who have engaged in farming about Duluth have met with fine success, and there are many thriving settlements all about our city peopled by prosperous farmers who are year by year bringing larger fields under cultivation, buying better machinery, and making other additions to their working capital. The hotels of the city and the large number of passenger boats which visit Duluth daily during the summer, alone demand, and pay the highest price for, everything grown near Duluth, and then their needs are not half supplied.

Among the leading farming settlements in the immediate neighborhood of Duluth are Hermantown, Gnesen, Auburndale, Rice and Pike Lakes, Fond du Lac, Spirit Lake and Oneota. In these towns are many large farms tilled with skill, and annually bringing wealth to their owners. The wheat raised about Duluth is conceded the best in Minnesota and has frequently taken the first prize at state fairs. All other cereals and the vegetables common to the northern climate are produced abundantly and are possessed of a rich and delicate flavor.

What is true of farming and gardening is equally true of poultry raising and dairying. Not a hundredth part of the demand in Duluth alone is met by the local supply of milk, butter, eggs and poultry, while in addition to the city demand there is a large and ever increasing call for supplies from the mining regions to the north. The vicinity of Duluth is an exceptionally good place for poultry raising on a large scale, because of the unlimited supply of the best food which can be had almost for the asking. The millions of bushels of wheat which pass through the elevators of Duluth every year contain some shrunk and broken kernels which are not fit for shipment and some cockle and other seeds. These are taken out by the cleaners before the grain is shipped, and at present are

burned, but could be put to a much better use as poultry feed. The luxuriant growth of grasses and root crops, the sheltered valleys, shady groves, and the numerous lakes and streams of sparkling water, make the vicinity of Duluth an ideal location for dairy farming. The establishment of flour mills and linseed oil mills on a large scale, which is certain for the near future, will make an abundant supply of bran and linseed meal, and the movement is already begun which will make Duluth as great a market for corn as it now is for wheat. There will thus be left nothing to be desired in the matter of a supply of food for live stock. It is not necessary for anyone to make experiments in any of these lines. At the fair of the St. Louis County Agricultural Society in October, the display of vegetables, grains, grasses, poultry, live stock and dairy products was sufficient, both in quantity and quality, to convince the most skeptical of the abounding resources of the farming country immediately around Duluth. All that is needed is more farmers.

During 1887 much has been accomplished in opening up new farms and gardens about the city. Vast quantities of garden truck and vegetables of all kinds have been brought into the city from surrounding gardens, and their character equals those grown in any country on the globe. Celery, that most delicious of vegetables, grows prolifically, and matures perfectly, and flowers of the most beautiful shades and sweetest perfume are as easily cultivated in Duluth as in any place in the temperate zone.

Perhaps in no city in the country are more beautiful lawns from early spring to late fall than in Duluth. The influence of the lake is to neutralize the temperature and aid in the productiveness of the soil, which is warm and "quick." These lawns indicate the grass-growing quality of this region, and conclusively prove its advantages to the agriculturalist.

There is a great future for agriculture and small gardening about Duluth, and those who first take advantage of the opportunities offered, will be the ones to realize the most.



BANKS AND BANKING.

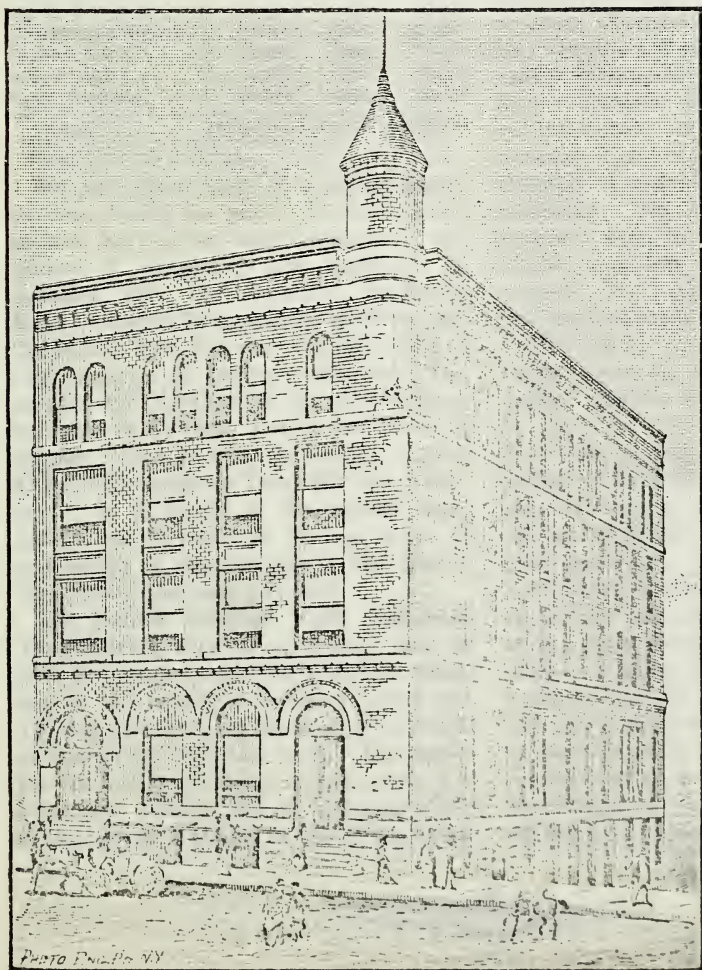


MORE like a tale of Aladdin than a prosaic recital of financial growth, reads the history of banking in Duluth. To indicate how rapidly has been the growth of those institutions which furnish the sinews of commerce and manufacture and all the lines of material development,

it is only necessary to turn back as far as 1882. In that year the total bank transactions footed up only \$87,398,272; two years later this sum was increased to \$156,206,781, and in 1886 reached the almost incredible figure of \$421,494,791, a larger total, probably, than was shown by any city of four times its population. When one considers

the vast sums required for the transaction of business in this the greatest primary wheat market in the country, this sum is seen to be not out of proportion to its needs. And to the traffic in wheat is due a large share of this stupendous amount of money exchanged.

At the close of 1886 there were four banking institutions in Duluth, representing an aggregate capital of \$600,000, with \$218,730 of undivided profits and surplus. January 19, 1887, Paine & Lardner opened a banking house with a capital of \$40,000, which was increased May 13, to \$50,000. February 1, the Union National Bank followed, with a capital of \$500,000. The State Bank,



THE EXCHANGE BUILDING.

with a capital of \$50,000, commenced business May 10, and upon the completion of the Dickerman block at Rice's Point the Bank of Hall Bros. & Co., with a capital of \$50,000, opened up with a fine local constituency. H. H. Bell & Co.'s bank in the Walbank block, Rice's Point, commenced business September 1.

The following table indicates a list of the banks now doing business in Duluth, together with the amount of capital, surplus and deposits:

Banks.	Capital.	Surp's & Un Prof.	Deposits.
American Exchange..	\$300,000	\$160,000	\$1,150,000
Bell & Eyster.....	100,000	38,000	550,000
Duluth National.....	300,000	50,000	775,000
Hall Bros. & Co.	50,000	.....	30,000
*H. H. Bell & Co. ....	.....	1,500	54,000
Merchants National...	150,000	20,000	350,000
Paine & Lardner.....	50,000	5,000	70,000
State Bank.....	50,000	7,000	75,000
Union National.....	500,000	30,000	400,000
Totals..	\$1,500,000	\$317,500	\$3,454,000

*Branch of Bell & Eyster.

But not alone have new banks begun business during the year. The older institutions have given most substantial evidences of prosperity and solidity. In January, 1887, the American Exchange Bank increased its capital to \$300,000, and the Duluth National with the beginning of 1888 increases its capital to \$300,000. The surplus and undivided profits of the former amounts to \$160,000, and of the latter to \$50,000. Thus, in 1887, the banking capital of Duluth has grown from \$600,000, January 1, to \$1,500,000 at the present time. This is an increase of 150 per cent. It is doubted if another city in the United States can show such a record.

The Duluth National Bank celebrated Thanksgiving Day by removing into its new and elegant quarters in its own building, at the corner of Superior street and Third avenue east, an illustration of which occupies Page 16 of this work. This building is a model of beauty, elegance, convenience and solidity, and the banking room of the Duluth National is one of the hand-

somest, as well as largest and best arranged, in the West.

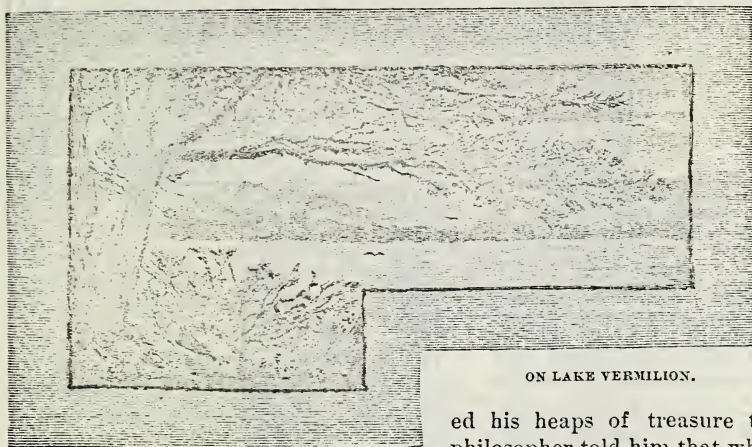
So vast had become the banking transactions of Duluth, that in order to facilitate business, the Duluth Clearing House was organized in March, with all the banks then doing business as members. The following officers were elected: H. A. Ware, president; H. A. Smith, secretary; James C. Hunter, manager. A room in the rear of the American Exchange Bank was fitted up, and here the regular work of the clearing house is daily transacted, the sums exchanged exceeding very frequently those of St. Paul or Minneapolis.

Last year the amount of actual bank transactions were given, which footed up \$421,484,791. By some this has been taken to mean clearances, which is not correct. But as there was no clearing house in Duluth in 1886, no other method of giving the year's business seemed available. This year, however, we have the figures of the clearing house, and they certainly make a showing at once as gratifying as it is remarkable. The total clearings for 1887 reached \$126,051,360, which represents about one-fourth of actual bank transactions. These amount to something over five hundred millions of dollars for the year.

On every hand are seen the signs of the future greatness of Duluth as a financial center. Besides the institutions organized to carry on this business, hundreds of thousands of dollars are annually sent to private individuals in Duluth for the purpose of loaning on the splendid security offered by Duluth real estate. More than this, gentlemen representing vast wealth have made Duluth their home, and are expending and loaning large sums. For many years Duluth found it difficult to secure the money required to carry out the enterprises of her progressive people. Today the money-lenders stand willing and anxious to place their loans here. Such a condition of affairs—such a brilliant record of a single year's business, surely point to the financial supremacy of the Zenith City.



DULUTH'S MINERAL RESOURCES.



ON LAKE VERMILION.

IN his annual report for 1885 Prof. Chas. D. Lawton, commissioner of mineral statistics for Michigan, made use of the following happily worded introduction:

"When Cræsus, the Lydian king, exhibited

his heaps of treasure to Solomon, the philosopher told him that whoever had more iron than he would soon be master of his

gold, thus wisely intimating to the vain and pretentious monarch that his gold was but the semblance of power, the tinsel, pomp and display of royalty, while the real forces which constitute the strength of nations, which form the basis for permanent prosperity and durability, find their representative and instrument in the rude and more common metal. A careful study of the history of the past and of current events verifies the underlying truth expressed in the lawgiver's words: Gold is but the semblance, iron is the real representative power, the essential material upon which, beyond all others, the prosperity of the world is based. Without it the marvelous progress which has characterized the career of those nations that have availed themselves of its utility and abundance would have been impossible. It is the symbol of peace and of war, it equips the soldier and husbandman, it forms the musket and the plowshare, the destroying cannon and the saving reaper, the bristling iron-clad and the peaceful ocean steamer. Over it is everywhere flashed the world's hourly happenings. It bridges our rivers, and stronger than the bonds which diplomacy weaves, are the ironways of traffic, binding states and nations together in the indissoluble bonds of friendship and interest. The neigh of the iron horse as it advances into the remote wilderness is the signal of the doom of barbarism and waste, for in the wake of the locomotive follow civilization and industry, and native savagery gives place to culture, intelligence and order. The present age, the age of iron, is transcendent in its achievements. The multiplied and extended use of iron has carried the world forward with giant strides. It may almost be said that the use of iron is the index of national prosperity—the gauge of its progress. The amount of iron used measurably denotes the degree of national or sectional activity. A large consumption of iron is an indication of the rapid building of railroads, of the lighting of furnace fires, of expanding mills, of the clang of hammers and the hum of machinery. It indicates that there is activity in commerce and traffic, that there are grains and merchandise and machines to be transported, and hence that the farmers are prosperous, with good crops and surplus to sell. And so it is, the iron industry has its ramifications reaching to every other business, every other calling. It draws upon and

depends upon all; and reciprocally it sustains and benefits all, making its invigorating influence felt in every industry in the land. The iron industry is fundamental. It is at the basis of material progress. It is allied, in its usefulness and necessity to mankind, to the primitive occupation of agriculture. Where the art of iron making is undeveloped, the art of agriculture is equally crude and primitive; when the iron industry languishes, agriculture, manufactures, commerce, traffic, labor—in fact every kind of business, every department of labor, will share in the depression. In the greatest contest of mankind the iron workers have held the ascendant. Spain possessed her mines of silver and gold, England those of iron and coal, and truly the words of the great law-giver were verified, that 'he who hath the more iron will be master of the gold.' "

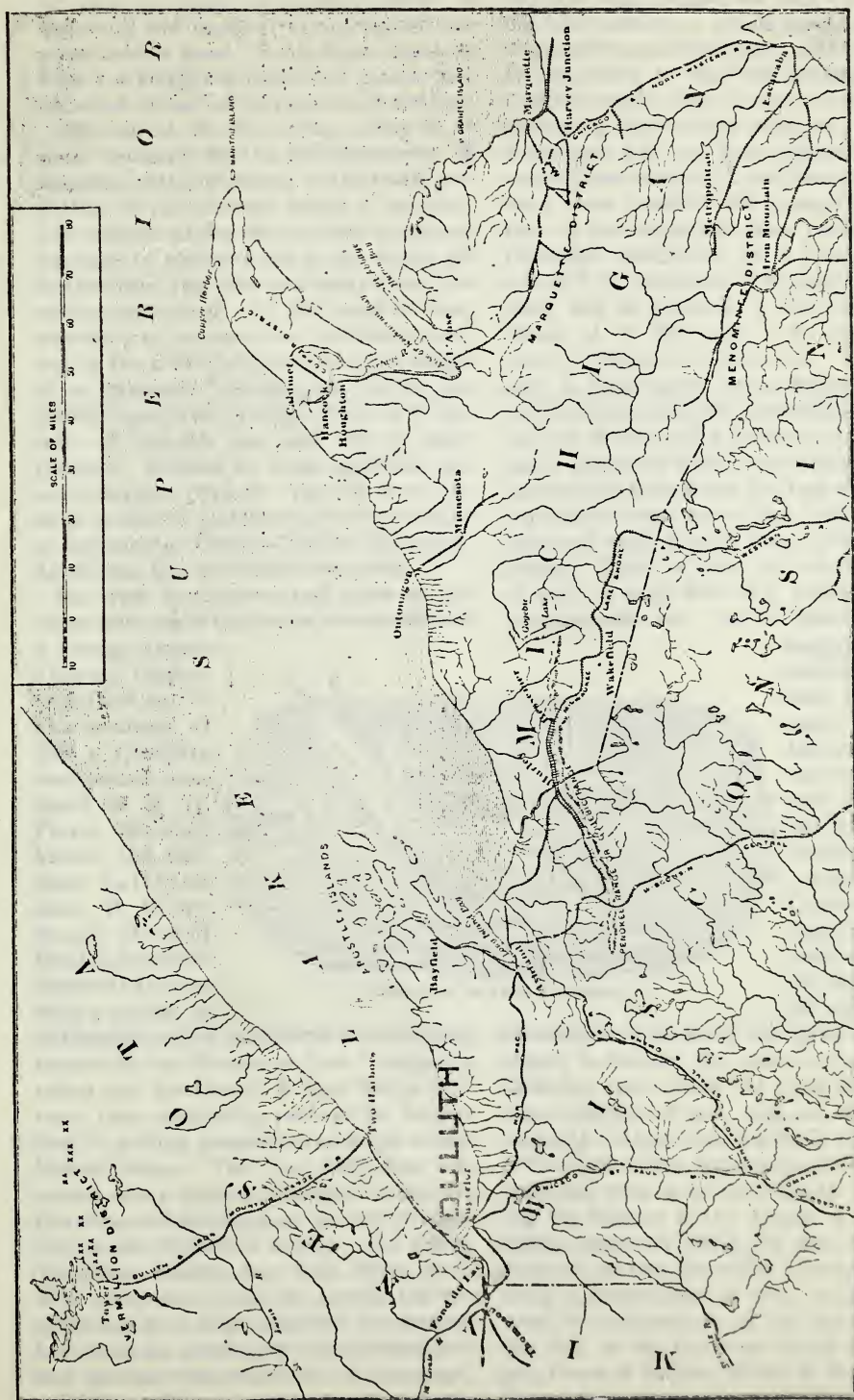
Thus reads the world's history. What was true of other sections of the country and of other ages, is equally true of this country and the present. What was true of the smaller iron mines of foreign countries, with fewer interests for the development and use of their ore, must prove still more important for the unlimited quantities of ore imbedded in the rock of the great iron regions of Northern Minnesota, with the ramified and colossal interests which at the present day are turning iron ore to the use of mankind and the advancement of commerce and civilization.

For many facts contained in the following article on the Vermilion iron range we are indebted to Mr. John Birkenbine, of Philadelphia, the celebrated mineralogist, whose vast experience and intimate acquaintance with the Vermilion region give to his words the weight of authority.

THE VERMILION RANGE.

The first known discovery of the ores of the Vermilion range was made by George R. Stuntz, the present surveyor of St. Louis county. During a brief sojourn on the Vermilion in 1865, he noticed the outcroppings of ore, but, far away as the range was from civilization, with no railroad within two hundred and fifty miles, surrounded by what seemed an interminable wilderness, with forests, lakes and rivers intervening, it is not surprising that this

discovery did not awaken a deal of enthusiasm. Not until 1875 was anything done looking to the development of the mineral resources of the range. In that year Mr. George C. Stone, then of Duluth, who had become impressed with the future of these mines, but whose capital was wholly inadequate to the carrying forward of any scheme for their development, succeeded in interesting Charlemagne Tower, Sr., a wealthy Philadelphian, and some other gentlemen, in what is known as the Mesabi range, valuable iron hills about twelve miles southeast of the Vermilion range. Although in the meantime some surveys and explorations were made, nothing further was done in the way of developing the mines for some years. In 1881 an expert visited the mines in the interest of Mr. Tower, and his report being favorable, in 1882 the work of locating the Duluth & Iron Range railroad from Tower, in the Vermilion Range, to Agate Bay, was begun. Agate Bay, now better known as Two Harbors, is distant from Tower seventy miles, and the route chosen was one requiring extraordinary engineering skill, an abounding faith, and the outlay of millions of money. It is estimated that not less than \$3,000,000 must have been required to carry out the explorations, develop the mines, build the road and provide dock facilities, before the property was in shape to pay a dollar in return for the investment. In August, 1884, the first shipments were made, the season's sales being 62,124 gross tons. In 1885 the quantity rose to 225,484 tons, went to 304,396 gross tons in 1886, and in 1887 the enormous amount of 390,467 tons were shipped to the Eastern markets. In 1885 the work of extending the Duluth & Iron Range road to Duluth from Two Harbors, a distance of twenty-eight miles, was begun, and in December, 1886, completed. A vast amount of expensive machinery is required to carry on the extensive operations in the mines at Tower. This machinery is of the latest and most approved kinds, and is being added to as fast as the development of the mines require. Immense air compressors for working power drills, gigantic engines for hoisting purposes, engines for electric lights, which furnish light for all the pits, trestles and docks—for the work is carried



MAP SHOWING DULUTH'S CENTRAL POSITION TO THE VERMILION AND GOGEBIC RANGES.

on day and night by separate gangs of men—all are required to accomplish the great work in hand. Some fifteen hundred men are employed about the mines, and the scene is one of extraordinary activity.

The ore of the Vermilion mines is in great demand by the manufacturers of Bessemer steel, by reason of the small proportion of phosphorous which it contains. The product of the mine shows a marked decrease in phosphorous as the works get farther into the vein and away from the surface influences. At the present time, according to the analyses furnished every day by the mining engineer who has charge of an extensive laboratory at Tower, the product assays an average of about 68 per cent. of metallic iron and .055 in phosphorous. Because of these qualities, the ore is in great request. The ore is sold in large quantities to furnaces in the vicinity or tributary to Buffalo, Toledo, Cleveland, Ashtabula, Erie and other lake ports.

The vast importance and value of yet uncovered ores of this range have awakened

a strong interest among Eastern capitalists, and in the summer of 1887 a syndicate was formed, composed of H. H. Porter, the well-known and brilliant railroad man, P. H. Armour, Marshall Field, John Rockefeller and others with a capital of

\$10,000,000, which purchased a controlling interest in the Minnesota Iron Company's mines and the Duluth & Iron Range railroad, thus concluding perhaps the largest deal in mining property ever made in the United States. The year 1887 has witnessed many important results in the exploration and development of new properties on the Vermilion Range. The entire Vermilion country has been fairly alive with prospectors, and the farther the explorations have been extended, the greater have been the assurances of the permanent and inexhaustible character of the range.

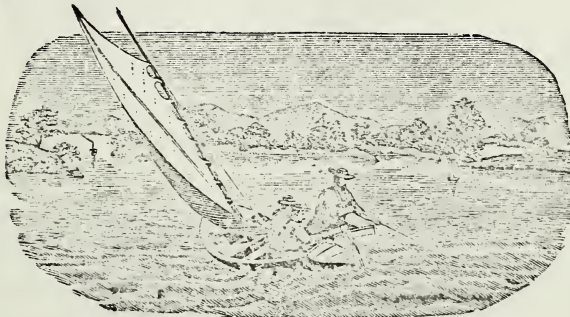
While syndicates representing large capi-

tal have been formed for this work, there has been almost an entire absence of any stock-jobbing schemes, such as have proved so disastrous to the best interests of the Gogebic range, and all seem bent on discouraging this kind of business. The development has not been ephemeral, but natural and substantial, and honest returns have been received for money invested. One of the important new mines is the Chandler, controlled by a company of which N. S. Pickands, of Chicago, is president, and in which J. N. Chandler, J. C. Morse, A. C. Ely, and J. H. James, the latter of Duluth, are interested. The property is held under lease, \$26,000 having been paid in cash, with a royalty of 50 cents per ton of ore, and a provision for a minimum output of 10,000 tons annually. In this tract of forty acres, the foot wall of the deposit has been traced for 1,350 feet, the principal work having been done by test pitting. There is from two to thirty feet of drift, a good deal of it broken, partly merchantable ore. At no place has the

hanging wall been uncovered and the minimum width of the ore thus far has been seventy feet, with 130 feet at one locality.

Adjoining the Chandler to the east is the Pioneer, a tract of 160 acres, leased as is the

Chandler. The work has been directed chiefly to tracing the continuation of the Chandler vein, which has been done over three-quarters of the distance across the property. About five hundred feet south of this vein is the South vein, on which no work has been done until lately. Adjoining the Pioneer is the Zenith, a tract of eighty acres, on which the vein has been exposed in two trenches, showing from forty to seventy feet of ore. At the westward in continuation of the direction of the belt lie the tracts of Sibley & Baringer, Pence & Snider, Mallet & Hartmann, Union Steel Company and Silverman &



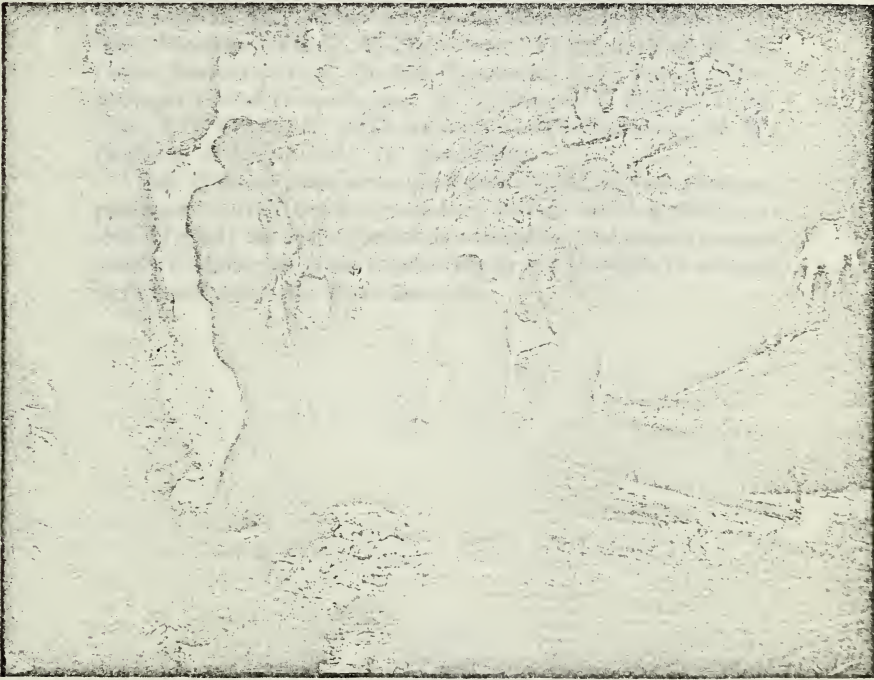
TROLLING ON LAKE VERMILION.

Frank. It is toward the Chandler, Pioneer and Zenith mines, largely controlled by the parties who recently purchased the control in the Minnesota company, that the extension of the Duluth & Iron Range railroad is now being so rapidly pushed, and by April 1 trains will be running into the town of Ely.

Exploration work has also been done at a number of points by the Duluth Development Company, of which S. Chapman, of Duluth, is president, and J. Sheridan, of Tower, is manager. Prospecting with the

work will prove difficult until machinery has been brought in.

The Minnesota Exploration Company has absorbed the A. C. Ely Mining Company, and is moving forward to a splendid future under the management of D. R. Bacon, superintendent of the company's mines at Tower. This company has a force of 100 men in the woods prospecting. One of the properties of this company, which is spoken of as deserving special mention, is a large deposit in Section 8, Township 62, Range 14, near Mud Lake,



DOWN IN THE MINE.

diamond drill near Mud Lake has shown a deposit of thirty to forty feet of hard red hematite, and magnetite ninety feet thick has also been found north of the red ore in the same locality.

The McComber interest has been at work in Section 14, Township 62, Range 14, at the foot of a 150 foot jasper bluff; two crosscuts have been driven, showing a width of thirty feet of hard red specular, but as the opening is close to Lake Armstrong, exploration

concerning the extent of which nothing is as yet known. The same concern is reported to have a showing, too, in Township 64, Range 10.

Chicago parties, with whom J. V. Farwell of that city is identified, and whose work is in charge of James Bale, of Tower, are reported to have some showing in Section 25, Township 63, Range 13, where a force of men is engaged. The largest outcropping of ore is shown on the prop-



ADDENDA.

By an oversight mention of the Consolidated Vermilion Iron & Land Co., was omitted from the list above. The Consolidated Vermilion Iron & Land Co., was organized in the city of Duluth, in May, 1887. They have about 2,300 acres of well selected, high grade Iron ore Lands, scattered along the range from 62-13 to 65-5. The officers are: R. S. Munger, President; J. T. Hale, Vice-President; C. E. Dickerman, Vice-President; H. W. Coffin, Secretary; D. S. Sinclair, Treasurer; T. B. Hoover, Gen. Manager.; The Directors are: R. S. Munger, J. T. Hale, D. G. Cash, J. M. Smith, W. E. Richardson, G. W. Kimberley, H. W. Coffin, A. P. House and C. E. Dickerman.

This Company has expended over \$30,000, in lands and explorations during the last summer, and are getting their machinery ready for early operation next spring and expect to commence shipping ore from their mines in 62-13 and 63-11 as soon as railroad connections can be made.



erty of Messrs. Eaton & Merritt, of Duluth, in Section 30, Township 63, Range 11, the width of the ore being nearly one hundred feet.

The Vermilion Pine, Iron and Land Company, composed of the richest copper miners of Michigan, under the management of Charles Mitchell, is developing property in Township 61, Range 15; also in Township 62, Range 13.

Myers Bros., of Duluth, and D. T. Adams, have quite a force of men developing properties on Section 35, Township 63, Range 13.

A wealthy corporation is Andrews Bros. company, composed of Cleveland capitalists, who are working properties near Tower.

The Michigan Iron Mining and Developing Company, composed of E. W. Mee, James Bale, L. D. Cyr, Neil McInnis and D. T. Adams, are working Section 30, Township 63, Range 11.

Besides the companies named are many organized who are only awaiting the arrival of machinery to at once commence active operations. Enough has been given to show the extraordinary activity on the Vermilion Range. The wonderful output of those mines already in operation give rich promise for the future of those now being developed, and this range and its products seem destined to take a still higher place in the world of iron.

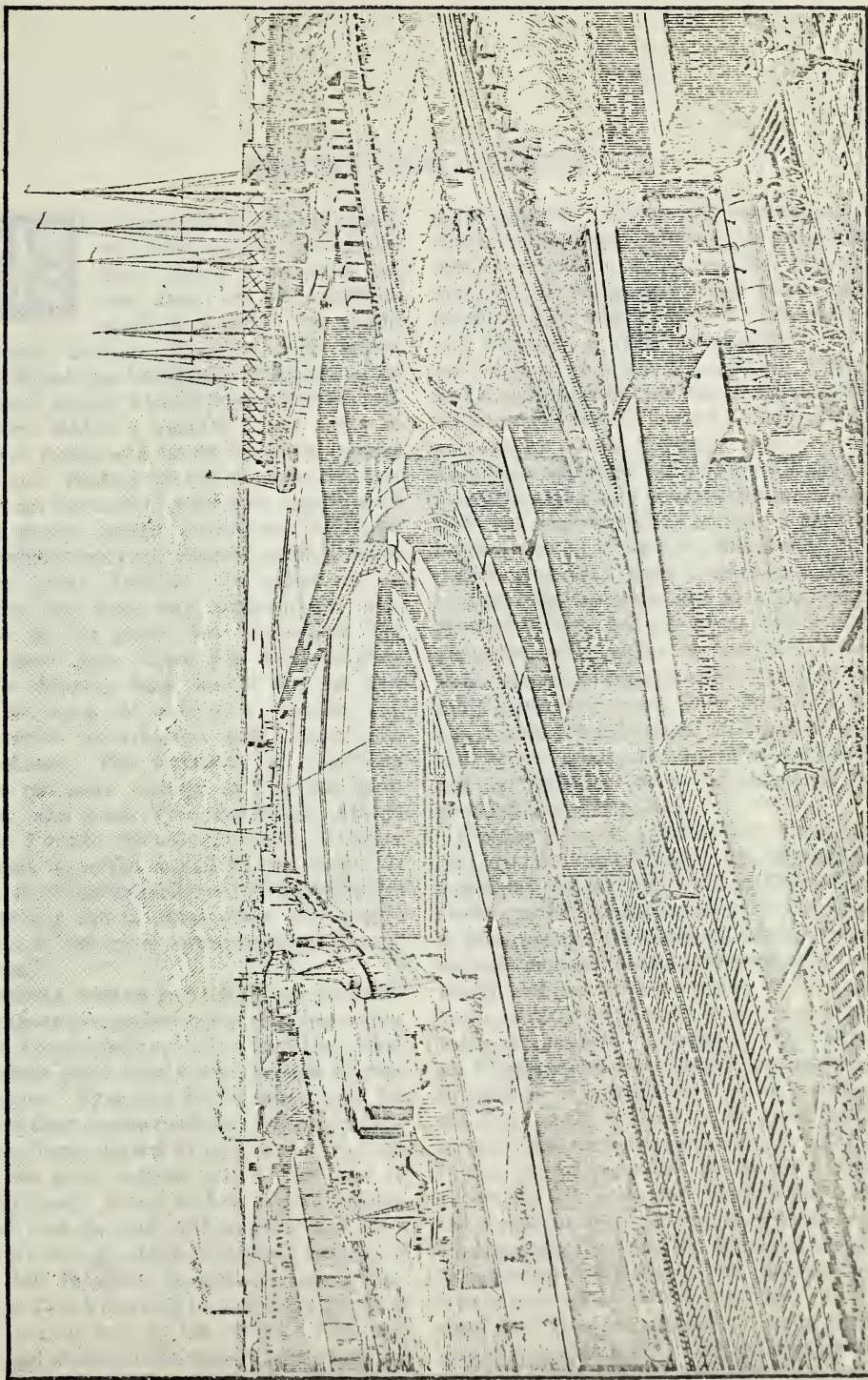
THE GOGEBIC RANGE.

"It's an ill wind that blows no good," it is said. But it is seldom that a wind which

comes with a tornado's wild sweep, leaving havoc and desolation in its path, proves of benefit to mankind. But when a Wisconsin cyclone upturned great trees in the forests of the Gogebic Range and exposed to view a glimpse of the vast mineral wealth which lay beneath it, and thus changed a wilderness into a scene of busy industry and laid the foundation for a score of prosperous towns, it certainly was not an unmixed evil. The history of the development of the mineral riches thus strangely brought to light, would be of absorbing interest, but cannot be given here. Some faint idea of this development may be given by the statement that the mines of the Gogebic region shipped during 1887 1,091,335 tons of ore, although but half a decade has passed since mining was begun. The ores of the Gogebic district are, like those of the Vermilion, red hematite, but totally unlike in appearance and physical features. The Vermilion ores are hard and dense; the Gogebic ores soft and clay-like. The Gogebic ores have more manganese and less phosphorous on the average than those of the Vermilion, although both are well within the "Bessemmer limit," but the Vermilion ores are richer in iron, being worth in round numbers one dollar per ton more than those of the Gogebic. In the language of a noted expert: "There is no part of the country now developed where as great a quantity of iron ores, rich in metal and within the "Bessemmer" limit of phosphorous, can be obtained, as within a radius of 120 miles of Duluth."







"WHERE THE GREAT WATERWAY TO THE EAST MEETS THE RAILWAY SYSTEMS OF THE NORTHWEST."



DULUTH'S GREAT HARBOR.



If the question were asked of any well-informed and thoughtful man, "What is the most potent factor in the establishment of a city?" he would probably answer—"Location, more especially in relation to shipping facilities." This answer would be based upon historical precedent, which is usually a safe thing to argue from, and would be pretty nearly correct. History tells of no great city that has not been at the same time a port, with one or two notable exceptions, and these have had some very powerful cause to make them great. Babylon, the oldest city of which we have any account, was situated on the great river Euphrates, but in those days there was comparatively little shipping done, and it was the fact of its being the seat of a wealthy and powerful government that caused its greatness. The situation of the city was not near enough to the sea, however, and when Tyre and Sidon, Athens and Corinth became powerful, Babylon ceased to be the capital of the world. It had no shipping facilities that amounted to anything, and in consequence had to give place to the more advantageously located cities.

Athens, with its port the Piræus, and Corinth have always been great shipping points, and though their splendor has diminished in these latter days, it was through ulterior reasons. Tyre and Sidon, again, only fell from their commercial pinnacle, when their inhabitants ceased to take full advantage of the great benefits which they had at their doors. Rome, with its port of Ostium, then took the lead, and speedily had for a rival Carthage—both owing their prosperity to their favorable location as regards shipping, thus being able to handle the goods of all the markets in the world. With the spread of the Roman empire new cities rose as if by magic, almost all of which were

great seaports. As example, we may mention Constantinople, whose rapid growth is directly traceable to its position as commanding the shipping of Asia Minor and the Black Sea, which was then of considerable importance. London was seen by Julius Cæsar to be a fine location for a city, and accordingly he laid the foundation of the present Tower of London. Subsequent events have proved the great conqueror to have been right, and had he invested a little money in real estate there, his descendants, (if he has any), would be reaping a golden harvest now! Alexandria was another instance of a city's growth through being a seaport. Carthagenia and Massilia, now Marseilles, also became great marts and prosperous cities under the auspices of the Roman arms, through no other reasons than those mentioned above. They, by their position, commanded the trade of large districts, they tapped great stretches of country and had the facilities for the shipment of its products to other points.

Coming down to more modern times we find Venice a magnificent city, because it was doing the carrying trade of the world. Cadiz and Lisbon for the same reasons rose to prominence. In England, London from its position, soon became the market of the world, and has kept it steadily up to this time; all its growth being mainly due to its value as a seaport. Liverpool, Hull, Bristol, Southampton and Glasgow are instances in point as well, while in our own country the cities on the sea and on the great lakes have left the more inland towns far behind in the race for greatness. In the early days before the northern and western parts of the continent were known, New York and Boston naturally took the foremost place, both having fine harbors, and tapping the whole vast region to the westward. Montreal and Quebec gradually sprang into importance through their being the shipping points for the furs of the Hudson's Bay



Company, and for the vast amount of timber with which the country was then clothed. As the tide of civilization rolled westward, the most advantageous positions on the Mississippi, and other watery highways which drain the interior of the continent, were selected by instinct for the platting of towns, and in a few years St. Louis and Cincinnati became important places, and had it not been for the existence of the great chain of inland seas to the north, would have attained even greater prominence than they have done. They could command the vast stretches of prairie and grain growing country which was in those days the "far west;" they could collect its produce and by means of the Ohio

Northwest into her elevators and warehouses, and has shipped them down the lakes, and it is this business, the lake carrying trade, that has made her what she is.

But there is a nearer point to the great grain growing districts than Chicago, with much better facilities for the shipment of grain and minerals. Duluth, situated at the head of navigable water, with a harbor such as exists nowhere else in the world, is much better adapted to be the great emporium for the commerce of the Northwest than is Chicago. In point of distance from the base of supplies she is 500 miles nearer, and in her noble harbor can ride all the navies of the world without interfering with one another. Now that it



PICTURESQUE LAKE SUPERIOR.

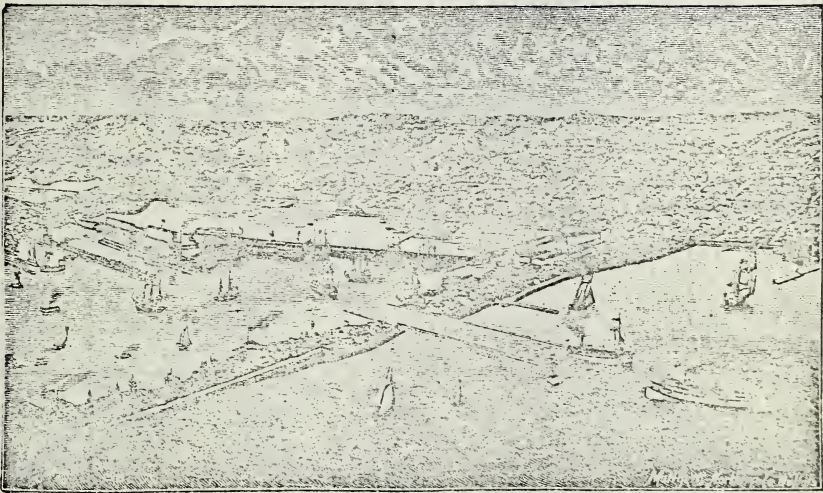
and Mississippi rivers distribute it to the East and to the South. At that period of the history of this country Minnesota, Wisconsin and Michigan were supposed to be wildernesses. The regions of the great lakes were as yet almost unexplored, and were supposed to be of no value except for their timber. But on Lake Michigan at last was founded Chicago, whose growth was so phenomenal, and if we stop to investigate the cause of this great growth, it was simply its position as a port for the shipment of grain that caused its extraordinary progress. Chicago had, up to very recently, drawn all the products of the

is demonstrated that no great city can exist without a location on water, it may be well to examine into Duluth's claim for pre-eminence in this respect—to see whether her position is such as to justify the prediction that she will outstrip Chicago, and to ascertain whether her capabilities as a port are equal to the amount of business which must center here if she becomes the great shipping point for the whole Northwest of America—for this is what we claim for her.

A glance at the map of the continent of North America will show the most casual observer that the situation of Duluth is a commanding one. At the headwaters of

each of the chain of lakes is a great city—Chicago on Lake Michigan, Detroit on Lake Erie, Buffalo at its foot, and Toronto on Lake Ontario. These cities may be compared to the stomach in the human body. They have in the shape of railways great channels which feed the raw produce of vast districts into them to be digested. When this process is completed they are passed on, some manufactured and some still in a crude condition, through their great watery highways to other points, where what is still crude is operated upon and the whole collected and turned into the hands of the consumer, like the food being turned into blood in the human body. Now

general rule. The observer will notice on the map that at the extreme western end of Lake Superior are two bays, almost lakes, one debouching from the other, into which flows the St. Louis River. The outermost of these two bays, called Duluth harbor, is separated from the lake by a narrow strip of land called Minnesota Point, which juts out for seven miles into the lake and almost meets another similar point, Wisconsin Point, which projects as if to meet it. Between the two is a narrow channel opening into the harbor, which is thus land-locked. Through the western end of Minnesota Point has been cut a canal 200 feet wide so as to admit vessels directly from the lake



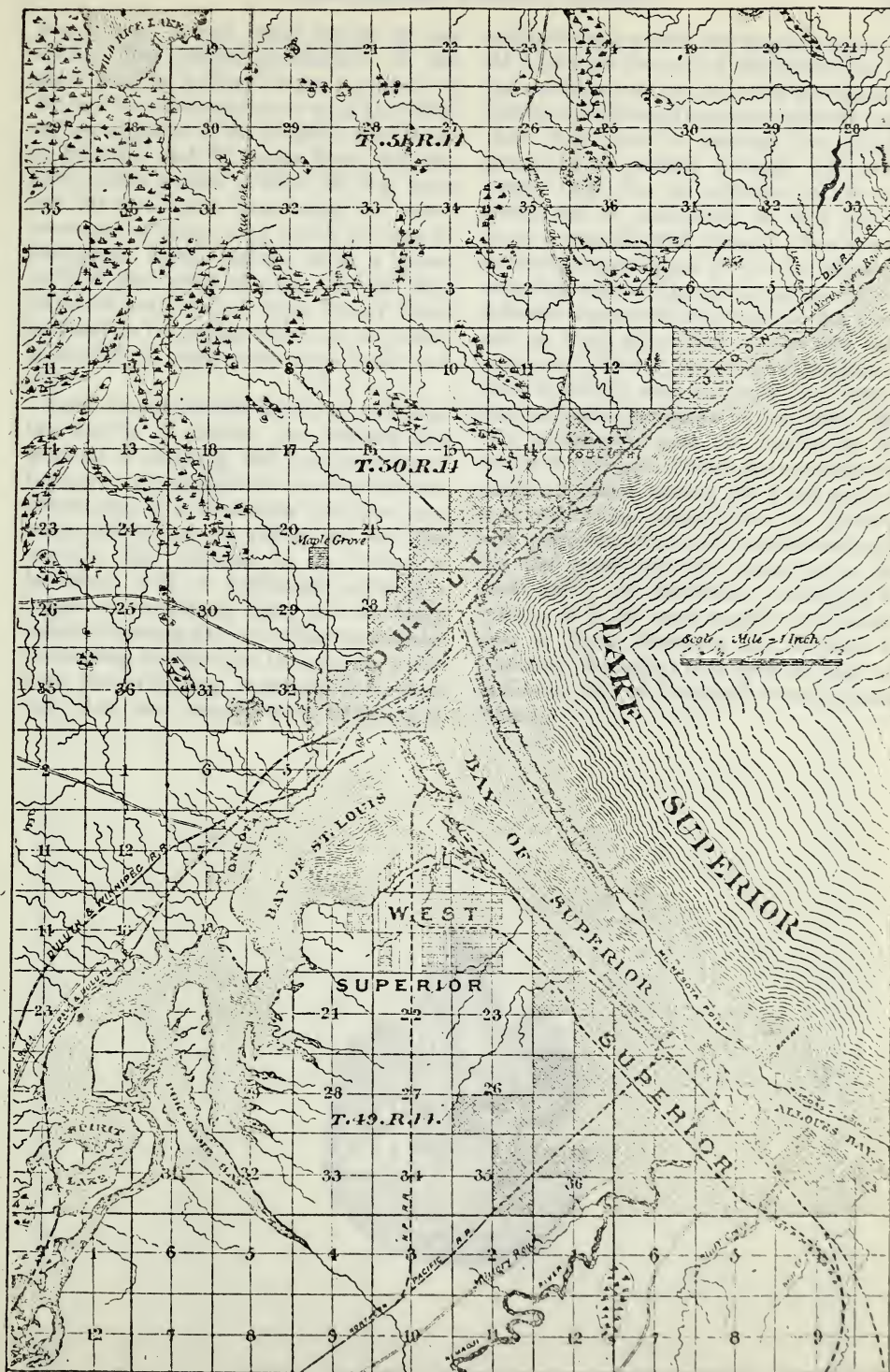
AN OLD BIRDS EYE.

it is very natural that Duluth, from its position in relation to the country back of it, should take a similar position to Chicago or any one of the cities mentioned—for as was said above, it is the nearest point on the water to the great grain-growing regions, and it need scarcely be stated that transportation by water is much less expensive than by rail, and that thus a journey of 500 miles by rail is saved. Again on examining a map of the immediate neighborhood of Duluth one cannot help being struck with the marvellous harbor with which nature has endowed her, and if harbors have made almost every city of prominence of which we know anything, it is fair to suppose that this will be no exception to the

to the Duluth docks, which line the harbor on the land side. Beyond this harbor is another, which is called St. Louis Bay, and is separated from the main one by two points, Connor's Point and Rice's Point, while further up the river is Grassy Point, dividing the bay from Spirit Lake. The area of water in Duluth harbor enclosed by Minnesota, Connor's and Rice's Points is three square miles between docklines, while St. Louis Bay is a little smaller.

There are, perhaps, larger areas of water than this in such harbors as the Mersey or Sydney Harbor, but in none is there so much landroom (to coin a word), by which we mean that the number of miles of land actually available for dock purposes is





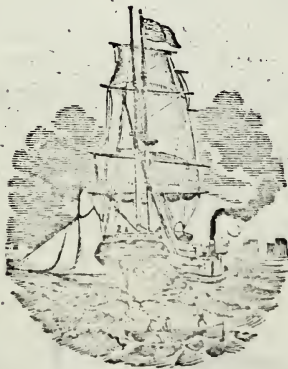
MAP SHOWING DULUTH'S POSITION ON RIVER, BAY AND LAKE.



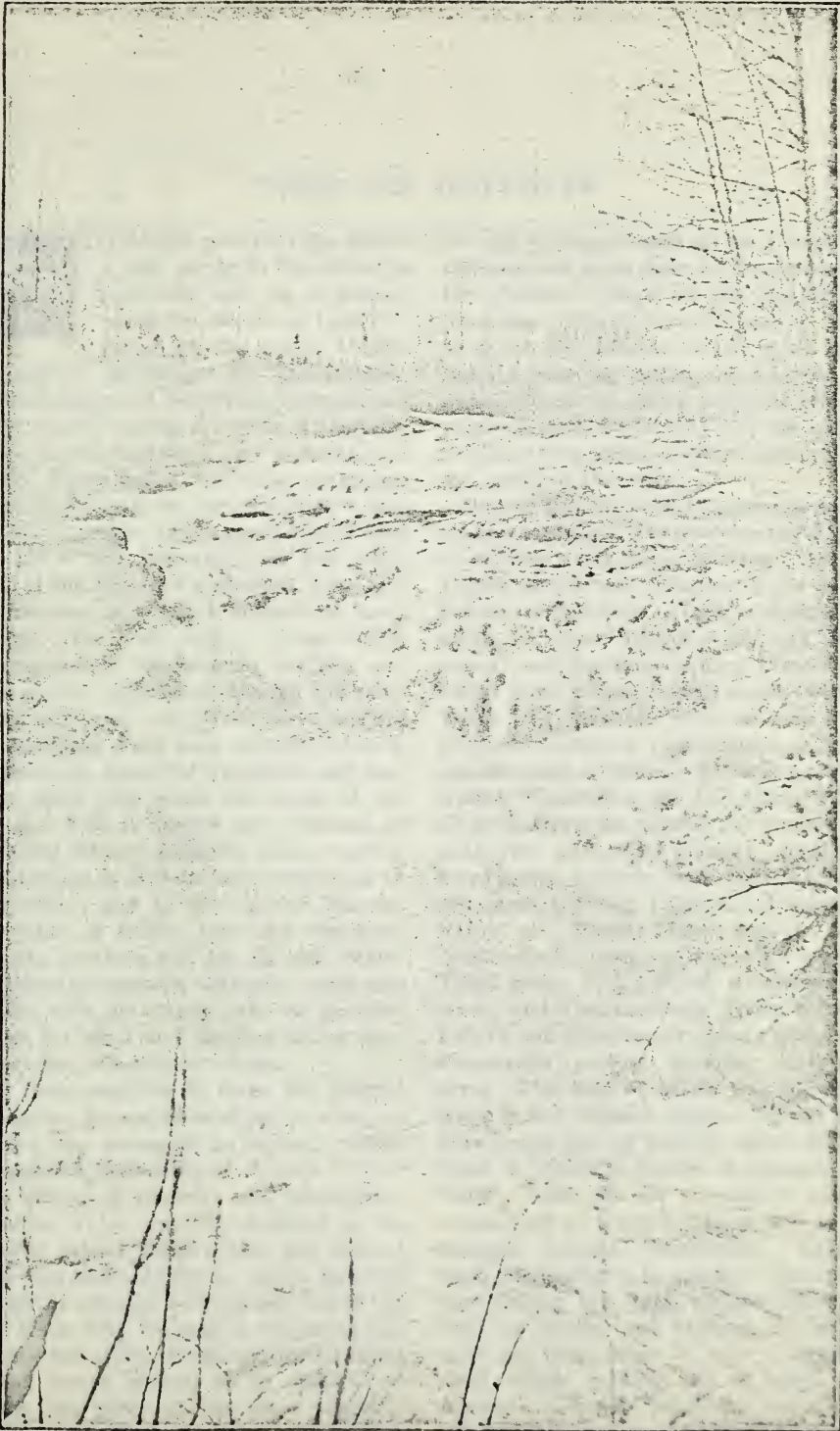
larger than in any other harbor in the world. The actual possibilities of the place may be gathered from a perusal of the figures which appear on page 12, which are an estimate of the available dockroom in Superior and St. Louis Bays and are based upon a plan of slips 120 feet wide and 346 feet apart, these being the measurements of those slips which are now in existence. These figures show a grand total of 186½ miles of slips. To this may be added the distance from Grassy Point to Fond du Lac (eight miles), all of which is capable of conversion into docks and slips.

From these statistics it will be seen that the harbor of Duluth can contain any quantity of shipping that can be gathered together; and owing to its peculiar natural advantages, it is absolutely free from any storm which may be raging on the lake outside. The entrance to the harbor is furnished with a lighthouse showing a bright red stationary light, and in foggy weather blowing a far-sounding fog whistle. Comparing it with other harbors, the world over, that at Sydney, Australia, is the only one that can surpass it in advantages,

while there are very few that can equal it. At Liverpool there is a dangerous bar at the mouth of the estuary, over which many vessels cannot cross except at high tide, and then they have to undergo the tedious operation of passing through the locks before they can be unloaded, while the anchorage in midstream is very bad, it being a smooth rock bottom. The drawback of the bar stands in the way of many otherwise splendid harbors, rendering them difficult of access to large vessels, but there are no ships afloat that cannot find safe entrance to Duluth harbor in all weathers. Thus it will be seen that with her numerous elevators, her miles of coal dock, her vast storehouses and her feeders in the shape of railways, Duluth may confidently claim a position among the great ports of the world. Her capabilities are infinite, and within the lifetime of men whose heads are now gray, she may expect to be the great city of the Northwest, occupying in relation to it the same position as Calcutta does to India, Hamburg and Bremen to Germany, Marseilles to France, or, may we not even say, as Liverpool does to Great Britain?







SCENE ON MILLER'S CREEK.



PARKS AND DRIVE-WAYS.



SITUATED partly on the side of a hill, partly in the valley on one side and on a plateau along the shores of Lake Superior on the other, Duluth has natural advantages for the establishment of parks and driveways unsurpassed in the world. Along the brow of the hills, which extend westward over a distance of nearly fifteen miles, following the course of the St. Louis river, is the former beach of Lake Superior, now a natural level road bed 120 to 250 feet wide. A few miles back of the hills are numerous lakes and low marshes in which a number of small streams have their origin. These follow their course to the brow of the hill, and from thence downward through the heart of the city, over rocky road beds, leaping and tumbling from rock to rock, forming innumerable beautiful waterfalls and cascades, until they reach the shore of the lake and with it mingle their volumes of sparkling water. Majestic pines, waving their plumes in mid-air and whispering to each other, and to the careful listener, their tales of Indian love and romance, with the hemlock and the fir tree, representatives of northern latitudes, stand side by side with the stately oak, the graceful poplar, the birch and bending willow tree, messengers of a sunnier clime.

All these combine to form the natural foundation for a system of parks, which at present has no equal anywhere. Other cities spend thousands of dollars to produce effects of rusticity and picturesque grandeur which are but shadows of the majestic beauty which nature has planted in the very heart of Duluth. Quiet, pastoral and sylvan scenery we have not, but to the lover of the wild, the rugged, the strong and majestic in nature, the scenery in and about Duluth leaves nothing to be wished for. Nature has given us the most beautiful parks, almost finished, and it remains but

for the commonwealth to set a boundary to them and open them to the free use of her citizens. Steps to this end already have been taken, and Duluth is trying to avoid the mistake, made by so many rapidly growing cities, of delaying the establishment of parks until the city has grown to such extent that they are obliged to plant them on the outskirts instead of in the heart of the city.

Duluth has one park and two squares already established. These are the public park containing thirty acres, between First and Fourth street and Fourteenth to Seventeenth avenues west. Cascade Square, five acres, on First avenue west and Sixth street, and Portland Square, three acres, on the north side of Fourth street, between Tenth and Eleventh avenues east. The proposed system of parks, which is under consideration by the city council at present writing (December 23), and which will in all probability be carried out during the next year and the following, comprises three parks: Cascade Park, covering forty-one acres, between Third and Fourteenth street on Twenty-Fifth avenue west; Zenith Park, lying on the hill opposite Third street, Rice's Point, containing 101 acres, and Chester Park, lying between Fourth and Fourteenth streets east, near Fourteenth avenue, covering sixty-nine acres. The first of these, Cascade Park, lying in the western portion of the city, follows the line of what is called Miller's creek, a beautiful stream of clearest, cool water. Like all our streams it has its source back of the hill. Its course is picturesque beyond description. Leaping from one precipice to another, winding its way among the thick underbrush which lines its shores, and between the willow trees that close above it, now a turbulent flood whose rushing can be heard at a distance, and again subsiding into a quiet, placid stream or an eddying pool, only for

a moment, then to leap over another projecting crag until it mingles its waters with the mighty lake—the lover of nature following its course, is constantly attracted by some new scene, some new picture, some new enchantment, which lures him on and on, until his weary limbs compel him to rest, while his mind has absorbed new life, new vigor and new inspiration.

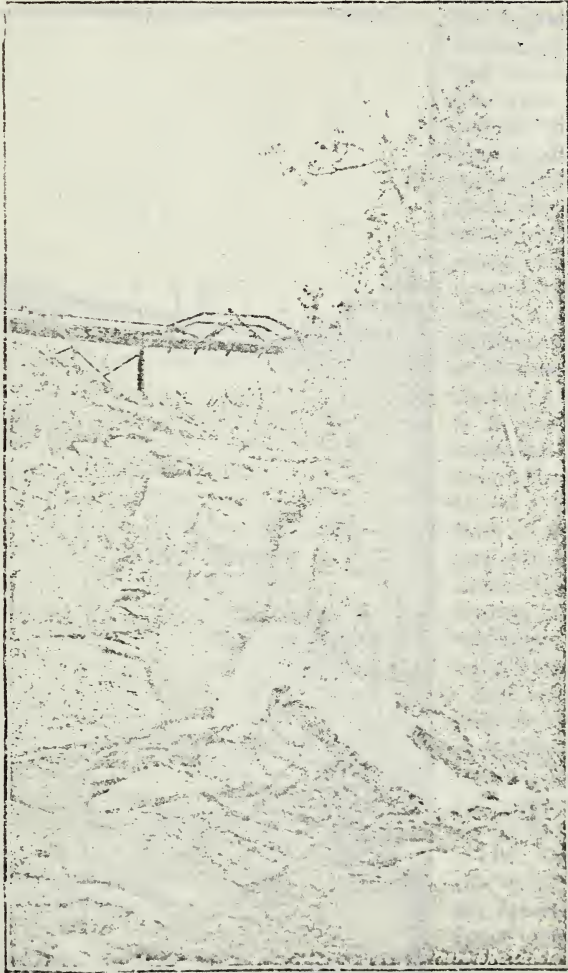
Chester Park, situated in the eastern section, about equally distant with Cascade Park from the center of the city, follows the banks of Chester Creek from Third street upwards. Although a stream similar in size and many other respects to Miller's Creek, also following a rocky bed from the brow of the hill to the lake, forming cascades and waterfalls, the scenery is very different. At the top of the hill, where the creek leaves the plateau, are the rapids, a rocky bed of about

sixty feet, on a slant of nearly forty-five degrees, over which the water rushes in torrents. The picture presented is surprisingly beautiful, and the thousands of tourists who visited the spot during the last summer compare it with the most picturesque scenes of Yellowstone Park. Several waterfalls of considerable

height are in the course of the stream, and through the entire length of this park the creek forms innumerable falls and cascades of various heights and sizes. The two scenes presented in this work are at the lower extremity of the park but the engraver's art and printer's ink can do but

small justice to scenes so beautiful.

The third park in this system, Zenith Park, is a continuation of the present Public Park, extending back on the summit and plateau of the hill. This park affords a clear view of all parts of the city, the east and west end, the lake, across the harbor and for several miles up the St. Louis river, winding placidly among its wooded isles after its mad rush down the Dalles. All in all, this system will give Duluth six parks and squares, covering an area of 249 acres. Considered by the number of acres, this may



CHESTER CREEK AT FOURTH STREET BRIDGE.

not seem a large amount, yet it gives Duluth one acre of park to every twenty-seven acres of city property, which compares favorably with most cities of the United States. Old and well established and organized cities like New York, Chicago and St. Louis, have one acre of park to every eleven of city; Brooklyn has one



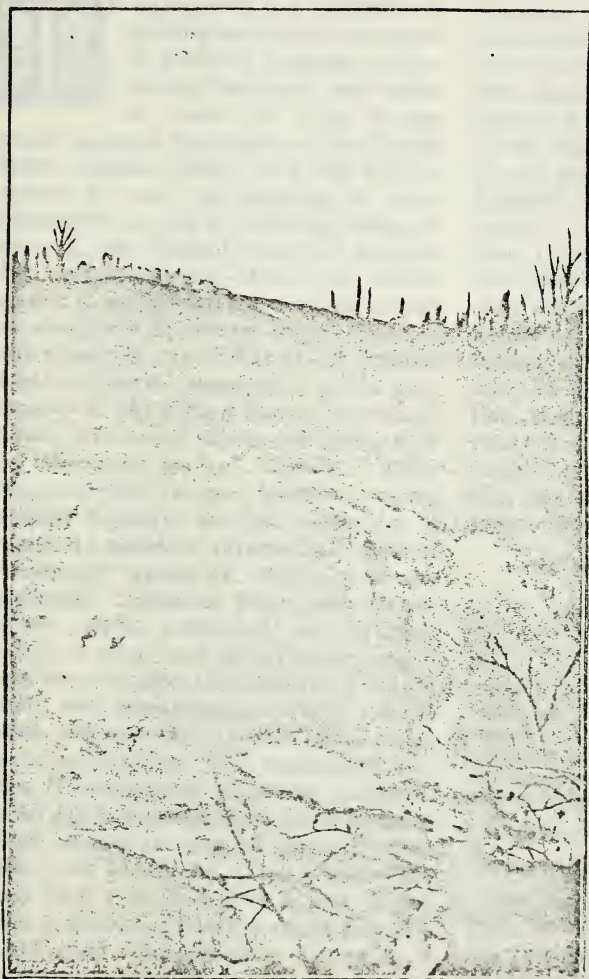
to every twenty-six, while Philadelphia, although it has the largest park in the world, has but one acre of park to every forty-six acres of city property. And this area of Duluth does not include the terrace, which is also a part of this park system. As before mentioned, this terrace is a natural level road bed, formed by what was

made to extend it still farther, about seven miles beyond the city limits. This terrace varies in width from 120 to 250 feet, and is 475 feet above the level of the lake, affording a magnificent view and an unequaled drive.

The opening up and grading of Third and Fourth streets, lying about one-third of the way up the hillside, has been the beginning of a series of driveways which will be carried out and extended year after year. Third street, which will be finished early in the spring, affords a beautiful drive for several miles from one end of the city to the other. Fourth street, as well as all the other streets, as fast as they are opened and graded, will each afford a different view and a different drive. The widening of Fourteenth avenue east from Chester Park to Superior street is in contemplation, also the widening of Superior street from Fourteenth avenue east to the eastern city limits. Both of these will afford easy and pleasant drives, the latter connecting with London Road, leading for many miles toward the north along the banks of Lake Superior.

This entire system of parks and driveways has no counterpart either in this country or the old, and it is pronounced by visitors and authorities on parks and park systems to be among the finest in the world. Duluth is yet in her infancy, and carefully finished roads and well constructed and cared for parks cannot be expected, but the foundation is laid, a great

deal of the work has been accomplished in 1887, and this year, 1888, will record an improvement in this direction, to which, at the end of the year, we can look back with pride.



TWIN CASCADES OF CHESTER CREEK.

once the beach of Lake Superior. The proposition at present under consideration is to extend this terrace from Chester Park in the east four and one-half miles along the brow of the hill, and exertions are being



THE CUSTOMS REPORT.



IF any people feel doubtful regarding the truth of the stories of Duluth's progress, a convincing argument may easily be found for them in the annual report of the collector of the United States customs. There they will find no "couleur de rose," no grouping of statements with an eye to affecting values of property, but, instead, they will perceive plain official figures—from an official servant to an official master; figures that are conclusive in several ways. This annual statement shows that of all customs districts under the supervision of the government of the United States, the one at Duluth has received the least fostering care and the most marked neglect. While some other districts are a burden upon the national treasury, the one centering at Duluth is a source of revenue and yields a considerable excess of receipts over expenditures. Collector Moore and his assistants have performed an immense amount of labor, and the national government has rewarded their efforts by cutting down the appropriation, when reverse action was needed. At least three extra clerks should have been employed. The office is also without telephonic communication and is debarred from many facilities which should at once be granted. The office here should be a full night office from May 1 to December 1, and in this latter requisition the entire vessel interests of the great lakes will join. Following is the report in brief:

The receipts of the office during the last year were \$6,542.42, while expenses, rent, salary, etc., were \$6,010.49, making the office self-supporting. There have been years in the past where it has cost three dollars to collect one dollar at this station; in fact, in 1885, it cost one dollar and twenty cents to collect one dollar. The domestic exports of 1887, that is exports of American

products, mostly flour and wheat, are nearly \$1,500,000 greater than any previous year, amounting to \$3,888,125. The arrivals and clearances of the year are 2,475 as against 2,180 in 1886, and 1,803 in 1885. Water shipments of grain have exceeded twenty million bushels by 7,965 and are 2,500,000 bushels ahead of any previous season. Shipments of flour have been over 1,200,000 barrels, and coal receipts have footed up the grand total of 1,025,000 tons, 400,000 tons of which, however, were landed on the Wisconsin side of the bay, making the Duluth receipts alone 625,000 tons, an increase of 149,000 tons on this side alone. General merchandise both received and shipped has shown much greater increase than anything else, while iron ore has gone up from 324,000 gross tons to 390,000.

THE SEASON'S GRAIN SHIPMENTS.

	Wheat.	Corn.	Oats.	Barley.
May ...	2,009,211	.....	.....	.....
June	4,773,818	.....	300	.....
July... ..	2,345,796	.....	.....	.....
August	1,921,326	83,533	4,800	.....
September	1,452,222	24,520	7,300	.....
October	1,779,244	24,500	16,965	19,273
November	1,812,699	.....	2,000	.....
Miscellaneous	216,652	.....	.....	.....
Great Northern...	3,513,806	.....	.....	.....
Totals	19,824,774	132,553	31,365	19,273
Grand total.....	20,007,965			

The increase in the number of vessels doing business at this port during 1887 and the two preceding years is shown by the subjoined table:

	Number.	Tonnage.	Average Tonnage.
1885.....	1,803	1,372,233	761
1886....	2,180	1,694,831	778
1887.....	2,474	2,030,767	812

The harbor is still open, and was navigable for 242 days in 1887. The light-house sheds its blood-red rays for craft which are still running in the north-shore trade, and the collector's comparative statement of

the opening and closing days of Duluth harbor, for eight years, is as follows:

	Opening.	Closing.
1880	May 1	Dec. 17
1881	May 8	Nov. 26
1882	May 15	Dec. 30
1883	May 9	Dec. 24
1884	May 1	Jan. 1, 1885
1885	April 27	Jan. 10, 1886
1886	May 7	Dec. 30
1887	May 4	Still open.

CANADIAN FISH IMPORTS.

The fish handling from Canadian sources has been in advance of 1886, as the following shows:

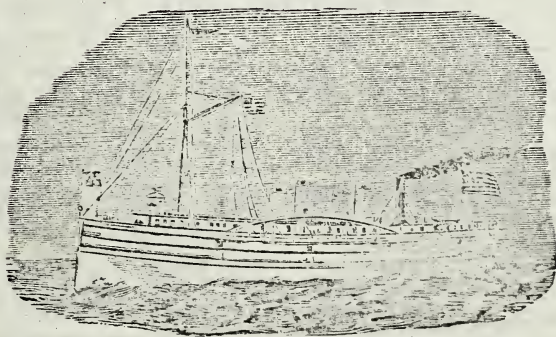
	1887.	1886.
Fresh trout and whitefish, lbs.	793,569	753,673
Salt trout and whitefish, lbs.	23,806	19,717

The value of domestic exports was \$3,888,125, an increase of \$1,468,278 over 1886. On every dollar of revenue collected

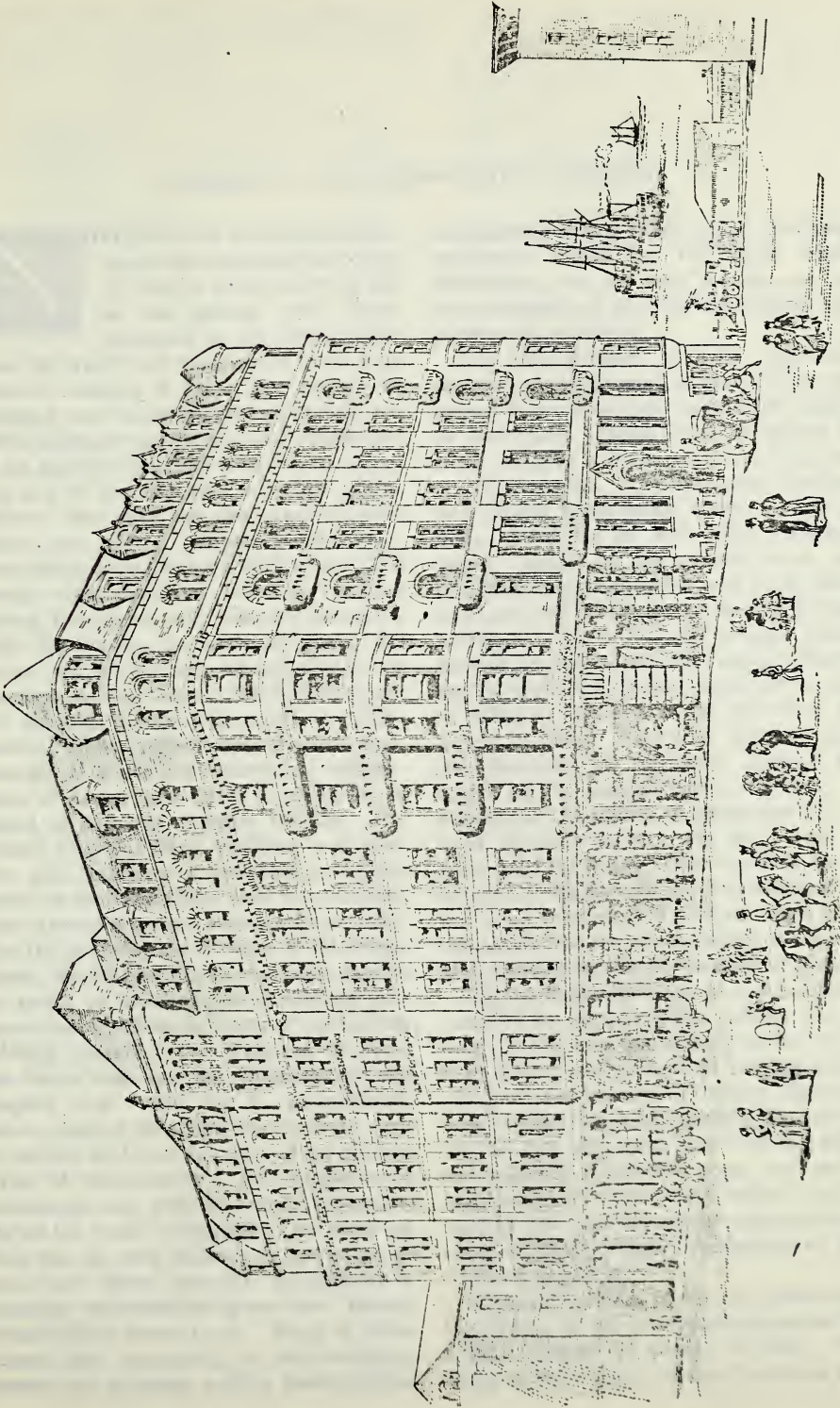
the government received eight cents over and above all expenses. Thirty-three per cent. of all vessel passages through the Sault, and 40 per cent. of the tonnage is engaged in the Duluth trade.

DULUTH INSPECTION DISTRICT.

The following is the business of the Duluth customs inspection district for its first season of business: Amount of tonnage of steamers inspected, gross, 1,783,829; net, 1,483,797. Number boilers inspected, steel, 28; iron, 55. Number master's licenses renewed, 31; mates, 3; pilot's license original, 9; renewed, 57; engineer's and assistant's original, 16; renewed, 73; number of passengers carried on steamers, 85,628; amount of vessel property lost by fire, \$7,000, by wreck, \$5,000.



MAKING PORT.



THE SPALDING HOUSE.

BUILDING AND IMPROVEMENT RECORD.



NOTHING can be more impressive of the fact that the people of Duluth mean all they say of the present and future greatness of the Zenith City, than the work they themselves have done toward building it up. The record of building and improvements in Duluth for 1887 challenges the wonder and admiration of all, and it is doubtful if in the history of any city of her size such a record can be shown. Nor have the vast improvements made been of a temporary character. Everything done has been well done. The nearly eight hundred buildings erected during the season will compare favorably with the houses, the business blocks, the stores, the warehouses, of any city in the country, and the hotels, the Spalding and the new St. Louis, will excel in architectural beauty, massiveness of foundation, strength of walls and beauty and convenience of design and finish anything to be found in any city of twice its size. The Duluth National Bank building is as massive and imposing a structure as can be found in the Twin Cities, and its completeness in every detail can scarcely be excelled. The Davis Block, the O'Brine & Knowlton Block, the Marine Block, represent as high an order of buildings for wholesale purposes as one will see in many of the leading jobbing centers. The Pastoret Terrace, the Salter row and the Buckingham, the elegant row built by L. Mendenhall, are a class of fine tenement houses such as can not be found in many of the greater cities of the country. The hundreds of residences, too, built by people representing all the walks of life, are as far removed from the old style building as can be imagined, and there prevails throughout a pleasing architectural grace and beauty which adds a charm to all. Many of these homes are mansions of extraordinary beauty and richness, and in their interior

arrangements and finish equal the finest residences found in the large cities. Whichever way we look we are met by improvements of the most substantial and permanent character.

The extraordinary activity, the large amount of skilled and common labor employed to produce such magnificent results as have been accomplished in Duluth in 1887, one who was not a witness to it can scarcely imagine. The ring of the hammer and trowel from early morn to late at night, filled the air with their gladsome sound. Teams by the hundred were employed in carrying lumber and nails, brick and lime, and all the materials used in construction. Carpenters and masons, painters and plasterers, plumbers and gas-fitters, and laborers of all kinds, could not be had in sufficient number to do the work required of them. Rush and hurry as they did, however, all the work planned for could not be accomplished, and now, in mid-winter, hundreds of carpenters are at work all over the city, and much work is being held till spring. The work of brick-laying on the new St. Louis hotel and on the large O'Brine & Knowlton block continued far into the winter, which is a favorable commentary on the weather at Duluth.

The work of improvement has not been confined to any particular locality, but all over the city new homes have grown up as if by magic, and portions of the city which one year ago seemed at remote distances now are built up with beautiful residences. To the east and west, and "up the hill" the building boom has gone, and entire neighborhoods now exist where twelve months ago were the stumps and upturned roots of trees, rugged reminders of the "forests primeval."

A careful canvass of the city resulted in the finding of 750 new buildings erected in Duluth during the season of 1887. The name of the owner, the exact location and

cost of each building was ascertained, and the following table is a carefully revised summary of this work:

EAST OF LAKE AVENUE.

Superior street	\$ 60,100
Bench street	91,550
First street	185,850
Second street	136,350
Third street	180,300
Fourth street	97,400
Fifth street	66,450
Sixth street	37,900
Seventh street	26,500
Eighth street	20,750
Ninth street	21,100
Tenth street	4,660
Eleventh street	5,260
Total	\$954,170

MINNESOTA POINT.

Lake avenue	\$ 86,000
St. Croix avenue	14,700
Railroad street	14,000
Total	\$114,700

WEST OF LAKE AVENUE.

Michigan street	\$ 90,000
Superior street	390,350
First street	63,600
Second street	51,900
Third street	90,000
Fourth street	51,300
Fifth street	34,000
Sixth street	1,900
Seventh street	6,525
Ninth street	4,500
Bay Front division	210,500
Total	\$992,575

WEST END.

Third street down Rice's Point	\$410,650
Michigan street	38,300
Superior street	42,900
First street	17,400
Second street	18,650
West Third street	124,250
Fourth street	24,800
Fifth street	15,000
Sixth street	6,900
Seventh street	11,650
Eighth street	3,400
Helm's addition	11,500
Total	\$725,300

SUBURBS.

New London	\$ 17,500
Park Point	7,450
West Duluth and Oneota	40,000
Total	\$ 64,950

SUMMARY.

East of Lake avenue	\$ 954,170
Minnesota Point	114,700
Lake avenue to Twelfth ave. west	992,575
Rice's Point	725,300
Suburbs	64,950
Building begun in December	50,000
Grand total cost of buildings	\$2,901,695

STREET IMPROVEMENTS.

The work accomplished on the streets of Duluth during 1887 exceeds the highest expectations. Granite mountains have crumbled away before the drill and dynamite, and streets have been opened through walls of adamant. Something of what has been accomplished may be gleaned from the following account of the work on Third street, taken from The Daily News of October 15:

"By faith ye can remove mountains" is a well-known quotation, but the addition of a recent speaker that "we have the faith, but use dynamite to help it out," is particularly true in its application to the rock cut on Third street, between Sixth and Seventh avenues west. The contractors have worked faithfully, and the cutting from the hill top to the established grade has been lowered at the rate of about two feet per day through solid rock. Twelve thousand cubic yards of rock have been removed and the heaviest grade on the entire street is sixteen feet to the hundred, and that only for a very short distance. The completion of this cut will give a driveway of four and a quarter miles, presenting a magnificent view for its entire length of lower Duluth, the bay and harbor.

"Beyond this cut, and ten blocks farther west, is the big retaining wall, 300 feet long, and in some places fourteen feet high, a lasting and ponderous piece of work.

"At Twelfth avenue west, at the culvert over "Buckingham" creek, the main retaining wall is 150 feet long and 27 feet high, and nearly 1,100 yards of masonry were used in its construction.

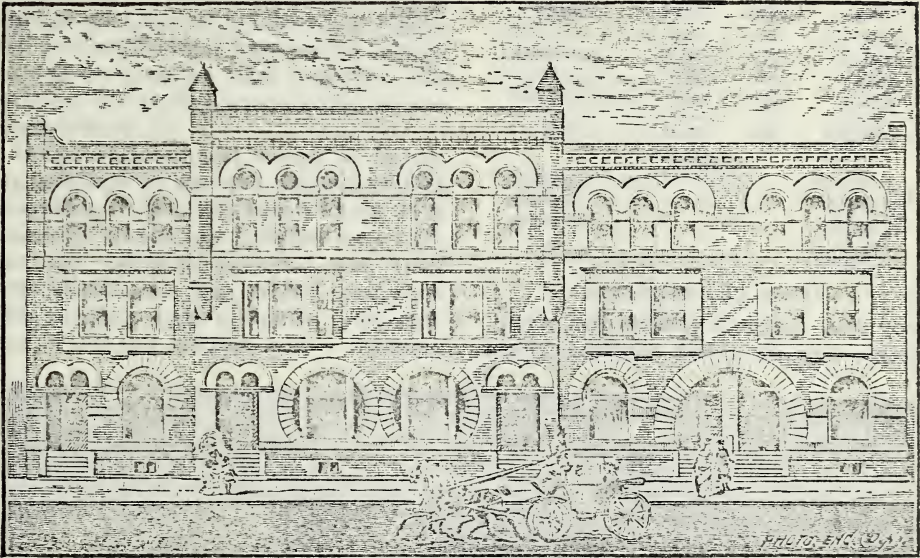
"About half a mile farther east, or between First and Second avenues west, is the piece of work which has gone into history as the "Injunction" culvert. It is a well-built affair and faced with rough-cut brownstone, making the handsomest work of the kind in the city.

"On the same street, still farther east, is the famous Chester Creek fill, one of the heaviest pieces of work in this or any other city. The culvert proper is 45 feet below the surface of the street, and is 150 feet long, 10 feet wide and 12 feet high. The retaining wall on the north side is 45 feet high, 100 feet long, 16 feet thick at the bottom and 3 feet thick at the top. The south

side wall is 20 feet high, 100 feet long, 14 feet thick at the bottom and 6 feet thick at the top. To complete the fill to the 63 feet wide face on the top, there will be required nearly 20,000 cubic yards of earth.

"Another heavy piece of work is that now in progress on Michigan street, and up-

Bench street, Fourteenth avenue east, Twelfth avenue east, Eleventh avenue east, Tenth avenue east, Seventh avenue east, First avenue east, Lake avenue north and south, First avenue west, Second avenue west, Third avenue west, Fourth avenue west, Fifth avenue west, Sixth avenue west,



THE BUCKINGHAM.

ward of 80,000 cubic yards of sand and clay filling are required. The sand, which forms the base of the grading, is pumped or sucked up from the bottom of the bay, and the clay is used for a top and side dressing. Part of the fill, for a distance of about six blocks, is about thirty-five feet high, and the portion of the street which has been so greatly improved during the year is three-quarters of a mile long.

"There is a large fill on Twenty-fourth avenue west, which is 20 feet high, and took 20,000 cubic yards of earth to complete."

Work has been extensively carried on during the present year in the following streets and avenues, many of which have been changed from their original condition into well graded highways of travel: Sutphin street, Michigan street, east and west, Superior street, east and west, Second street, east and west, Third street, east and west, Fourth street, east and west,

Seventh avenue west, Eighth avenue west, Seventeenth avenue west, Third street, Rice's Point, Eighteenth avenue west, Twentieth avenue west, Twenty-Fourth avenue west.

A number of other streets and avenues have been more or less improved during the year, but the principal expenditure of money has been on Third street, east and west, Michigan street, Tenth avenue east, Fourth street, east and west, and Twenty-Fourth avenue west.

The estimated amount of contracts let by the city during the season of 1887 for grading, sewers and sidewalks, foots up over one million of dollars. Only about half of the amount of work ordered has been completed, and next season promises to be even more lively than the past. Twelve miles of grading already have been ordered for next season, and twenty-two miles more, for which petitions have been received, are now under consideration by



the city council. The work done in grading has been of a remarkable character. Rocky ridges have been levelled to make grade highways, ravines have been filled, massive culverts have been built, sewers have been constructed through miles of hardest rock, streets have been flanked with substantial sidewalks; the song of the tireless steam drills has echoed away through all hours of the days and nights, and thousands of men have earned a livelihood performing the labor required. The total cost for grading done during the season is \$333,612.75.

In the construction of sewers, the following details as to size and material will be interesting. In brick sewers there have been built 934 feet, size 1.06x2.03 feet; 1,875 feet, size, 1.09x2.08; 3,277 feet, size, 1.10x2.09; 166 feet, size, 2x3; 457 feet, size, 2.03x3.04; 467 feet, size, 2.10x4.03; 1,424 feet, size, 3x4.06 and 418 feet, with a diameter

inch, 2,375; 12-inch, 2,472, 10-inch, 2,891; 9-inch, 3,836; 8-inch, 14,503, a total of all sizes of 28,561 feet. The cost of this work is \$135,628.81.

During the present year there have been 47,639 linear feet of sidewalks constructed in Duluth, the different widths and lengths being as follows:

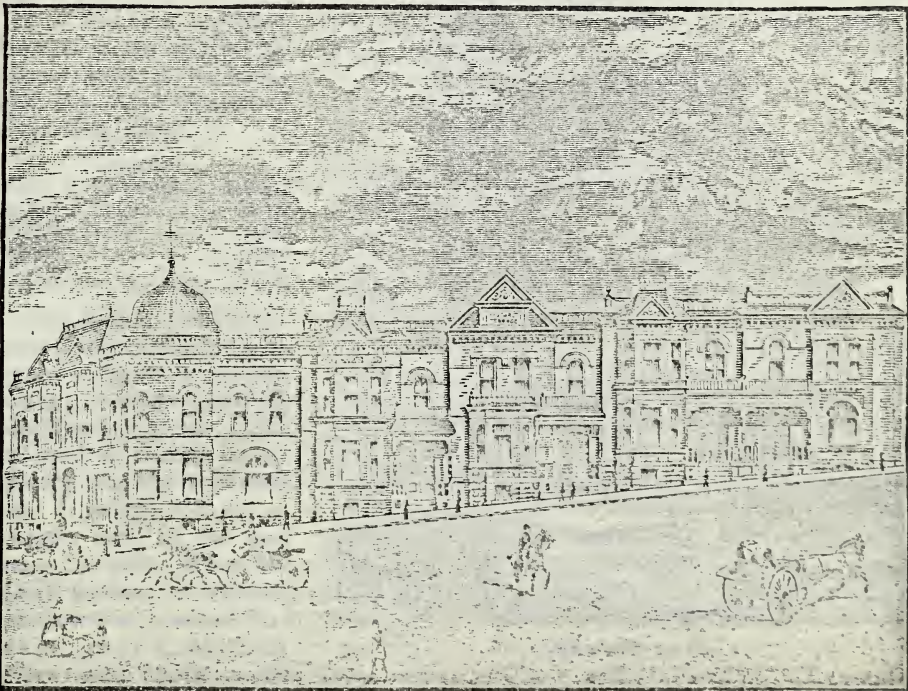
Width.	Feet.	Miles.	Cost.
Six feet.....	2,164	.41	\$ 894.70
Eight feet.....	33,931	6.42	15,551.35
Ten feet.....	3,334	.63	1,999.99
Twelve feet.....	8,210	1.56	4,679.70
Total	47,639	9.02	\$23,125.74

SUMMARY.

Grading.....	\$333,612.75
Sewers.....	135,628.81
Sidewalks	23,125.74
Total.....	\$542,367.30

RAILWAYS AND DOCKS.

Dock and railway facilities have been largely increased during the past season.



PASTORET TERRACE.

of four feet seven inches, or a total of all sizes in brick of 9,018 feet. In vitrified sewer pipe the lengths of the different diameters used is as follows: 24-inch, 48 feet; 20-inch, 933 feet; 18-inch, 1,503; 15-

The Duluth & Iron Range have done a large amount of blasting and grading, and now have easy access to the central part of the city. The mason work along this line is very heavy and all has been done in



the best and most substantial manner. The total amount expended by this company in the city during the season is \$135,217.

The St. Paul & Duluth have employed a large force of men here this season, and the improvements completed are of a most important character. The amount expended in building Grassy Point bridge, building coal docks, laying new track and improving old ones, is \$283,582. Besides this amount, something like \$4,000 have been expended in new depots, etc., that amount being allowed for in the figures on building.

The Northern Pacific found it impossible to transact its rapidly growing business with its already magnificent facilities, and expended \$65,000 in side tracks, docks and warehouses. The latter cost \$50,000, and is placed with the statistics on buildings.

The Omaha expended \$100,000 in the city in the improvement of its facilities, but about \$80,000 is given to buildings.

SUMMARY.

Duluth & Iron Range.....	\$135,217
St. Paul & Duluth.....	283 582
Northern Pacific.....	15,000
Omaha.....	20,000

Total, minus buildings.. \$453,799

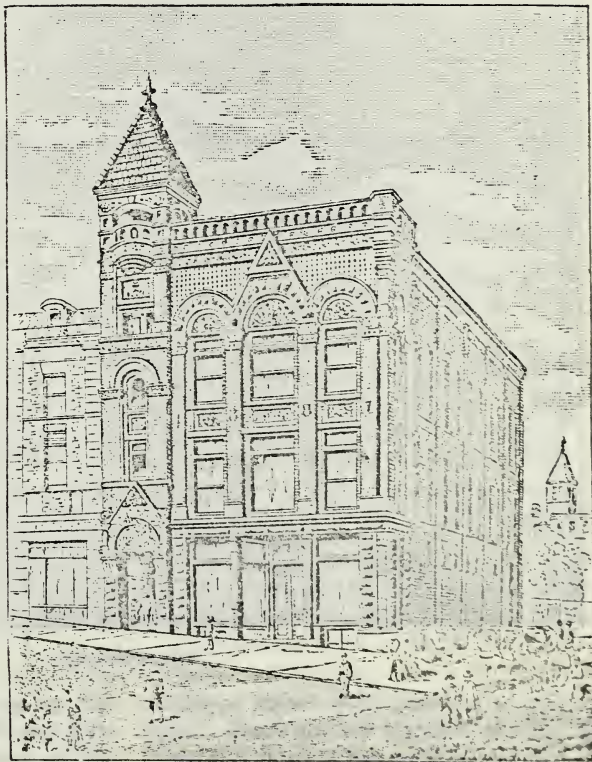
Over half a million expended within the city limits by the railroads in one season is a creditable showing, but President Fisher, of the St. Paul & Duluth, is authority for the statement that \$1,000,000 will be expended here by his road alone in 1888. When the vast amount of railroad construction planned for next season, which appears more fully in the article on railroads, is contemplated, no possible estimate of the improvements for next season can be made. That it will go high up into the millions is assured.

HARBOR IMPROVEMENTS.

Under the direction of Capt. James B. Quinn, Engineer Corps, U. S. A., the gov-

ernment has made some important improvements in Duluth harbor during the season beginning May 16 and ending September 21, 1887. There were 222,322 cubic yards of dirt removed, and 28 acres have been added to the navigable area of the harbor. That is, that much area has been given a minimum depth of 16 feet during the season, increasing the entire area 37 per cent, or to 124 acres, exclusive of slips. The amount expended in dredging this basin is \$34,769.90. On the entrance to the harbor \$10,750 has been spent, making a total expenditure of \$45,519.90 by the government for the season.

Duluth's needs considered, this is a very



ODD FELLOWS HALL.

small amount of money, but as very few repairs are ever required here, all the money spent goes into new work, and thus a small amount of money accomplishes important results. Next season, it is confidently expected, the amount appropriated for Duluth harbor will enable the engineer in

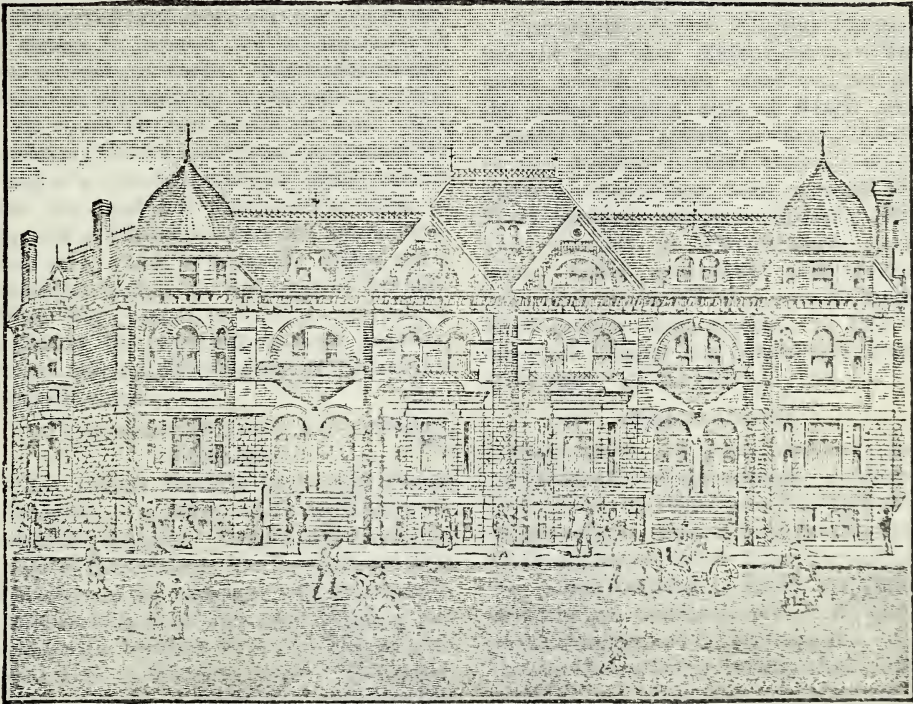


charge to carry out many important plans for its improvement.

DULUTH GAS AND WATER COMPANY.

One of the most active promoters of the city's advancement and material progress has been the Duluth Gas and Water Company, under the efficient management of Superintendent Craig. The amount expended in extensions and repairs during the season foots up \$275,000, and they have employed constantly an army of 1,000 men to do this work. They have laid six miles of new water and gas mains, and have relaid four

Second, Third and Fourth streets, and First Fifth, Seventh, Twelfth and Fourteenth avenues east, on First, Second and Third streets and Piedmont avenue and Third, Fourth, Twentieth and Twenty-fourth avenues west, and on New York avenue south. Relaid—West Michigan and East and West Superior street, First street and Fourth avenue east. Gas mains are from three to ten inches in diameter, and water mains from four to twenty inches, the latter being used from the pump house to Seventh avenue east, and are to be extended along



THE SALTER ROW.

and one-half miles more, taking up the kalamine pipes heretofore used, and putting down solid cast iron mains of the heaviest pattern. Thus they have laid ten and one-half miles of cast iron pipe. This work has been done in no make-shift manner. Very much rock has been blasted. In all cases the mains have been put in to a depth sufficient to protect them from all action of frost, in most cases eight feet below the surface. The mains laid have been as follows. New—On Bench, First,

Michigan street next year as a central main. There are now eighteen to nineteen miles of water and gas main in the city.

During the year, also, the capacity of the works have been doubled. New engines and pumps have been put in the pump house at the East End, and they now have a capacity of 6,000,000 gallons, about double the average daily consumption. The gas works have also been increased and have a capacity of 150,000 feet daily.

The work of this company is still going



on, and at this date (December 20) 300 men are employed in finishing up the season's work. Plans for next year contemplate a much larger expenditure than has been made this season. While the plans are not yet complete, Superintendent Craig states that fully \$500,000 will be spent during 1888. The chief items of the new work will be the laying of a twenty-inch main pipe the length of Michigan street, connecting with the present main of that size at Seventh avenue east; the building of a new high service reservoir and its consequent additions to the pumping capacity, and the establishment of a new high service system to be served from this reservoir, and finally a change in location and enlargement of the present gas works. The present water reservoir will hold but 75,000 gallons, and is only about 240 feet above the lake. The company has for some time recognized the need of a new system for the higher part of the city, and has purchased a block of ground on Fifteenth street and Second avenue east, which is naturally suited for a reservoir, and at an elevation of 500 feet. Here they propose to build a reservoir of 7,000,000 to 10,000,000 gallons capacity, which will supply the needs of Duluth for years to come.

DULUTH ELECTRIC LIGHT AND POWER COMPANY.

The Duluth Electric Light and Power Company is getting ready to largely increase its capacity. During 1888 the capital stock of the company has been increased to \$50,000, and the company will, in January, 1888, move into its own new building just completed, between First and Second avenues west on Michigan street. This building is of stone, is 25x90 feet, with two fine floors. In the new quarters will be placed a large Corliss engine, of sufficient power to furnish both power and light, and the capacity of the plant will be increased to 150 arc lights and 400 incandescent lights. For the incandescent lighting, a Thomson-Houston alternating current incandescent dynamo will be put in. These lights will be placed in offices and private residences, and all who have seen them in operation know of their advantages and will welcome their introduction. The new building affords room for extensive future additions to the lighting facilities of the com-

pany, and is a model of convenience in arrangement. In the basement will be placed the engine and boilers, and on the upper floor the dynamos will occupy the rear portion and the business office the front.

The growing popularity in Duluth of the electric light is illustrated by the fact that one firm in the city alone has recently had fourteen arc lights put in. Duluth promises to be one of the best lighted cities on the continent. The amount expended by the Electric Light and Power Company during 1887 is \$25,000.

THE DULUTH STREET RAILWAY.

The Duluth Street Railway Company has not been idle. Extensions have been made several blocks eastward, bringing the entire section east of Bench street "nearer town," greatly to the gratification of the dwellers in that section. On the west, the tracks have been removed from West Michigan street to Superior street and extended to Twenty-third avenue west. Other substantial improvements have been made, all at a cost of \$16,000. Even greater improvements in 1888 are expected, among the possibilities being a cable road "up the hill."

MISCELLANEOUS.

These figures are actual and were gathered from all available sources. Aside from these, however, there were doubtless many improvements, some of considerable value, which are not included. Take, for instance, the items included in house renovating, painting old buildings new, kalsomining, paper hanging and decorating, and all the various lines of improvement which require material and labor, and all these are left unmentioned here. That these improvements would aggregate hundreds of thousands of dollars is not to be doubted. In many other lines have improvements been made, where, perhaps the single item would scarcely be worthy of mention, but in the aggregate they make a great sum. A conservative banker, of the city, after looking over the figures as given, showing over four millions of expenditure in public and private improvements, said there was no doubt but that if the actual improvements made in Duluth could be known, they would aggregate fully \$5,000,000.



RECAPITULATON.

The following table is a comprehensive recapitulation of the foregoing figures, and makes a showing of which all Duluthians may feel proud:

Cost of buildings.....	\$2,901,695
Street improvements	542,367
Railway and docks.....	453,799
Harbor.....	45,520
Gas and Water Co.	275,000
Street Railway.....	16,000
Electric Light Co.....	25,000
Grand total.....	\$4,259,281

These figures have been carefully gath-

ered, the books of the various companies being used to verify them when this could be done. They are their own commentary. As was remarked above, nothing could so strongly impress upon others the faith of Duluth people in the Zenith City as the stupendous figures of money spent in improvement during 1887. But the work of building has just begun in Duluth. More money and more men will be employed in carrying forward the great work in 1888 than has been done in 1887. Duluth's future greatness is assured.





DULUTH REAL ESTATE.



RIGHT as was the outlook prophesied by The Daily News, in its Annual Edition of a year since, glorious has been the prediction's fulfillment. Then the hope had just grown to certainty, that Duluth's future was to be that of a great and marvellous city. The despair and doubt born of long years of slow growth in the face of obstacles that to other cities less plucky would have seemed insurmountable, if they did not annihilate expectation, have been forgotten and in their stead are certainty and faith. Nor is this certain confidence a local affair, by any means. Wherever Duluth is known today, faith in her bright future is unbounded. Before the grand array of facts presented from time to time, the careful conservatism of the eastern mind has gradually given way until today the cautious capitalist of the East confesses that of the elements which go to build up great cities and trade centres, Duluth possesses them all in an eminent degree.

But, says the doubter—if doubter yet there be—Duluth had a boom last March, and in the fever of excitement, fictitious values took the place of real ones, and the natural consequence was that your prices were forced too high, and to a large extent was your future discounted. The busy tongue of rumor spread this report through all the land, and the natural consequence followed of dullness through the summer months. During the month of April the transfers were but sixty per cent. of the number for March, and those for May but fifty per cent. of those of April, but prices remained firm. Those who had bought in most instances refused to sell, and when sales were made the onlooker began to discover that the prices obtained were in advance of the highest figures paid during the so-called boom. Owners of property began to improve it. These improvements were the security be-

hind and beneath the new valuation. People began to discover, not that the new values were too high but that the old ones were too low. The fortunate owner of Duluth realty found himself in the position of the man who for the first time discovers that a supposed worthless pebble contains a diamond of "purest ray serene." The new value was an actual fact, and the valueless pebble became a cherished gem. This was Duluth's "boom." Below is a table giving comparative values of realty in different western cities. Duluth's chances for future growth and greatness are as one hundred to one with any city in this list, and yet for the population the prevailing prices of both residence and business property are the lowest:

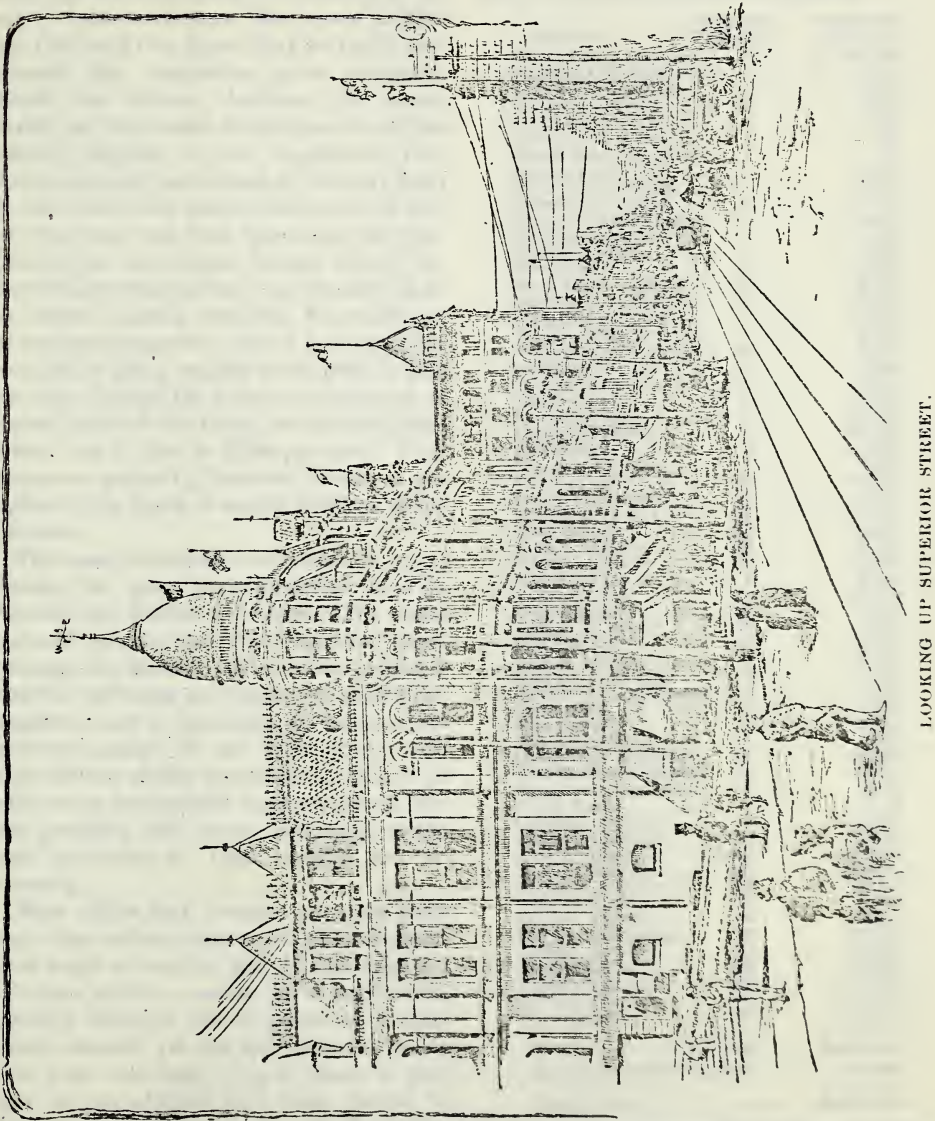
	Population.	Business Property Per Foot.	Residence Property Per Foot.
St. Louis...	450,000	\$100@2,500	\$60@300
Kansas City.....	200,000	125@2,500	80@500
St. Paul.....	150,000	100@1,200	20@400
Omaha.....	100,000	200@2,000	25@200
Denver	80,000	200@2,000	75@200
Los Angeles....	60,000	200@2,500	50@800
Oakland	46,000	100@1,700	40@150
Topeka.....	40,000	60@1,600	30@150
Portland	40,000	200@1,400	20@150
Council Bluffs..	40,000	100@1,000	10@200
Wichita	25,000	50@1,500	30@200
Dubuque	30,000	150@750	10@100
Sioux City	30,000	100@1,200	25@200
DULUTH.....	35,000	100@500	5@100
San Diego.....	18,000	100@1,000	10@155
Seattle	15,000	90@800	25@75
El Paso.....	10,000	45@650	12@46
Fargo	10,000	100@500	20@100
Helena.....	10,000	50@1,000	10@50
Tacoma	7,500	100@500	20@80

The National Bank system of currency now prevalent in this country, is the finest in the world. The possessor of a \$20 National Bank note knows it is worth its face. Why? Because back of it are deposited Government bonds to secure its payment. Just so may the proposed buyer of Duluth realty know that his investment is a safe one because every holder in common with himself is putting up security for these



increased values. \$5,000,000 spent in improvements in 1887 is tangible evidence and security that every man's property will be worth more January 1, 1888, than it was January 1, 1887. The miles of improved

the Northwest which is to have its nucleus at Duluth, is also pretty good evidence that the outside world approves the security Duluth offers, and will make her opportunities their own. The \$20,000,000 put into



LOOKING UP SUPERIOR STREET.

streets, the lines of sewer, water and gas mains now in the process of construction are evidences that Duluth believes in herself, and that values cannot remain at a standstill. The score or more of projected railways as a part of that new system in

Duluth real estate in the past year is very fair evidence that several people believe that Duluth's "boom" has not been but will be.

And now as to actual prices. At this time a year ago the business property in



Duluth was \$500 per foot, which figure at the time was acknowledged to be at least \$100 per foot above the market price. Beyond this single instance no property had brought in excess of \$400 per foot. At the time of the greatest activity in March last \$650 per foot was paid for business property. Sales have since been made at \$800 per foot, and that figure may be fairly considered the maximum price obtained. There are corners, however, for which \$1,000 per foot could be obtained, were the owners disposed to sell. Legitimate residence property can be had all the way from \$5 per foot in the near additions up to \$100 per foot and this last figure may be considered the maximum, though higher figures obtain where a lot is so situated as to be almost equally available for residence or business property. Acres adjoining the city limits bring readily from \$300 to \$800 per acre, though the writer is cognizant of tracts inside of city limits, in fine localities, which can be had at \$1000 per acre. First class acre property, however, inside of the present city limits is worth \$1500 to \$2000 per acre.

The most remarkable advances in value during the year have probably been in Second and Endion Divisions. The opening and grading of West Superior street through the Second Division has caused a marked advance in values on that thoroughfare and it promises to become the business center of the West End. The near advent of the proposed cable line of railway up the hillside has brought all hill top property into favor, and sales in the new additions in that locality are increasing.

Most cities that imagine they see their way clear before them to the goal of greatness begin at once to plat all the adjacent territory within a radius of twenty miles. Though Duluth's title to greatness is absolutely assured, yet she has been reasonably free from this fault. Up to about a year ago not an addition had been platted in Duluth for fifteen years. During 1887, however, some of the most desirable acreage lying contiguous to Duluth has been platted into most desirable additions, lots in which find a ready sale. Indeed, so rapidly is Duluth outgrowing her old limits that it will be a matter of no surprise if in

two years most of these new additions develop into thickly settled communities.

Following are the number of transfers, and amounts by divisions for 1887. Where the expression "joint sales" is used, it refers to a blanket transfer, covering property in several divisions or additions:

Division.	Number Transfers.	Total Amt. Transfers.
Rice's Point division...	18	\$ 107,681
Dickerman's addition...	1	575
Spalding's addition...	4	2,050
Harrison's division...	2	6,300
Bell's add'n to Oneota...	1	30,000
Town of St. Louis...	1	200
Forest Park addition...	1	400
Norton's division...	3	9,334
Lake View division...	4	40,625
Stewart's addition...	1	601
Munger's subdivision...	6	92,000
Kimberly & Stryker's ad...	2	1,800
Howe's addition...	1	5,100
West Park...	17	71,616
Wallbank's addition...	18	30,292
Harrington's addition...	5	5,800
Willard's addition...	1	4,500
Clague & Prindle's ad'n...	3	16,000
Whiteside's ad. to Ely...	12	13,602
Park Point...	3	4,960
Clough's addition...	1	2,100
Grassy Point...	21	8,100
Prospect Park...	5	12,800
Transfer division...	12	207,500
Unknown...	6	14,300
Town of Spalding...	9	2,050
Town of Ely...	19	12,550
Industrial division...	13	40,950
Highland Park...	29	83,012
West Duluth...	19	18,450
Helm's addition...	26	27,750
Martin's addition...	1	54,066
Summit Park...	5	29,350
Upper Duluth...	74	154,555
Lower Duluth...	49	34,543
Village of Tower...	23	7,997
Fond du Lac...	11	3,390
Oneota village...	48	181,535
Hall ad. to Oneota...	2	1,575
Hazlewood ad. to Oneota...	2	3,000
Joint sales...	17	68,206
East Duluth...	2	17,500
Minnesota Point...	1	1,000
Commerce division...	8	65,500
New Endion addition...	16	52,791
Myers' re-arr'nt. 2d div.	6	2,233
Myers Park...	7	16,000
Cowell's addition...	6	14,625
Dodge's addition...	22	59,050
Acre property...	1,008	6,755,064
Endion division...	531	1,096,730
Banning & Ray's ad...	26	98,310
Gray's addition...	17	11,100
London addition...	80	96,332
Bay Front division...	53	956,289
Central division...	65	794,367
Third division...	623	1,648,015
Portland division...	439	1,157,186
Second division...	664	1,801,822
First division...	455	2,183,170
Total...	4,535	\$18,191,418
Add unrecorded transfers...		2,500,000
Grand total...		\$20,691,418

It is a very conservative estimate to place the amount of unrecorded transfers, and transfers by contract which are not shown on record, at \$2,500,000.

For the convenience of the readers of The Daily News in making comparisons below is published a recapitulation of the business



for 1886, giving the number of transfers and the amounts by divisions:

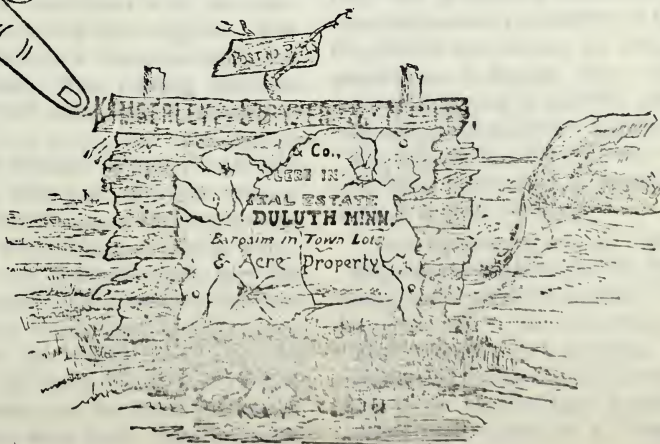
Division.	Number Transfers.	Total Amt. Transfers.
First	238	\$ 763,412
Second	308	564,885
Third	398	647,550
Portland	252	369,085
Endion	278	482,880
Central	44	286,400
Bay Front	9	82,550
Commerce	13	72,300
Banning & Ray	34	66,450
Rice's Point	14	12,610
Upper Duluth	21	28,300
Lower Duluth	10	3,400
Transfer	4	45,000
Industrial	7	16,900
Cowells	5	19,650
Oncota	22	34,750
London	8	7,230
West Park	1	7,850
Helm's	4	2,000
Maple Grove	2	150
Outside acres	395	1,316,308
Sales not on record December 31 (estimate) ..		1,500,000
Grand total	2,067	\$6,329,655

THE FUTURE OUTLOOK.

The above record is indeed a proud one, but as the year 1887 gave early promise of eclipsing all its predecessors for the amount of realty business done in Duluth, so does the new year of 1888, whose star is already visible on the eastern horizon, give promise of a season of benefits for Duluth which shall be largely in excess of 1887 or any previous year. The building boom is gathering headway. Warehouses, dwellings and stores are in demand. She must

make room for the thousands of new comers who are to be part of us. Within the coming year improvements upon a grand scale and referred to elsewhere are to be carried to completion. The investor of 1888 is to be the investor who improves his purchase; who will not put \$500 per foot into property without he makes it yield an income. Never was the outlook brighter; never was there so much systematized determination to push Duluth's interests first, last and all the time as there is at the present time among her own people.

Duluth is making history at a wonderful rate. The bright bow of promise in flaming beauty spans her skies. Confidence in her future is all pervading. This community as with one accord have set about the task of upbuilding at Lake Superior's westernmost shore, a city that in the very nature of things must be great, for she can have no rival. Like a royal despot she exacts her tribute from every other city this side of the golden shores of America's western coast line. Forest and field and mine alike send their treasures to her gateway, and in their turn the fruit receive of loom and spindle. Throughout the whole Northwest every forge and workshop and every golden field of grain, by force of fate, are factors in her growth. No Titan force can stay her march to greatness, nor reckless rivalry impede her course. If boom she have, it is an everlasting one, enduring while the earth endures and gathering headway every year.





THE JOBBING TRADE.



EVERYTHING that has been said of Duluth's position as the farthest inland point on deep water navigation; of Duluth's magnificent harbor; of Duluth's far-reaching railroad connections, and of the wonderful growth of the territory beyond, north, west and southwest, bears directly upon Duluth's hopes of dividing with Chicago the wholesale trade of the great West. At Duluth cargoes from Buffalo may be transferred directly to cars for Omaha, Denver, Fargo, Winnipeg or Helena, and an air line rail route to the seaboard relieves the comparative isolation under which Duluth has heretofore labored in the winter months. Shipments of heavy freight, grain, coal, lumber and ores have defined the channels of trade and made it possible for goods of higher classifications to be carried at the least cost. The railroads that have heretofore, to preserve other interests, made the Duluth rates all that the traffic would bear, now begin a contest to secure the Duluth trade. Hitherto a port of trans-shipment, Duluth now becomes a distributing point. It has been an entrepot. It is to be an emporium.

Already more has been done than to supplement natural conditions with the commercial facilities which they suggest. The beginnings of Duluth's wholesale trade are fairly established. The jobbing business of this city in 1887 amounted, by conservative estimates, to seven and one-quarter million dollars divided among twenty-five firms. In the last year not less than a dozen establishments came seeking accommodations for wholesaling on a large scale, and finding none, deferred their new departure or turned their attention to other fields. Happily these opportunities were not suffered to be wholly lost, and the Marine block, the Davis block, the O'Brien & Knowlton block and the Dunn & Thompson warehouses were built, their capacity

leased and in several instances occupied, while the promise is given that other warehouses will be begun in early spring.

In the heavy articles, coal, salt, lime, cement, lumber and certain lines of hardware, Duluth merchants have already sold goods throughout northern Minnesota and Dakota. The wholesale trade in groceries and provisions, feed and produce, building materials and furniture has been of a local nature, confined to Duluth and adjacent towns, the Vermilion Range and the nearer parts of the lake shore. In the coming year the volume of business in the first-named lines may be expected to increase fifty per cent., large accessions to the local demand are assured, the population and trade of the Vermilion is certain to treble, wholesaling in food staples will be pushed into the outlying country, and the time is ripe for Duluth establishments to conduct a jobbing business throughout the Northwest in dry goods and clothing, builders' hardware and house furnishings, furniture, stationers' wares, tools, agricultural implements and machinery.

The territory that will in future look to Duluth as the base of supplies will within a generation support and maintain in comfort and prosperity more human beings than the present population of this country. Its growth has outrun all conjecture of a generation, a decade, ago. Its development will exceed in another ten or twenty years the most generous estimates of today. "The bounds are fixed within which other cities may make their conquests; Duluth's horizon is ever receding."

THE HANDWRITING ON THE WALL.

In a recent issue of the St. Paul Pioneer Press, and under the caption "The Key to the Situation," the following appeared: "The supreme and growing fact in the commercial position of St. Paul is its proximity to the head of Lake Superior." This journal then refers to a "low-grade air-

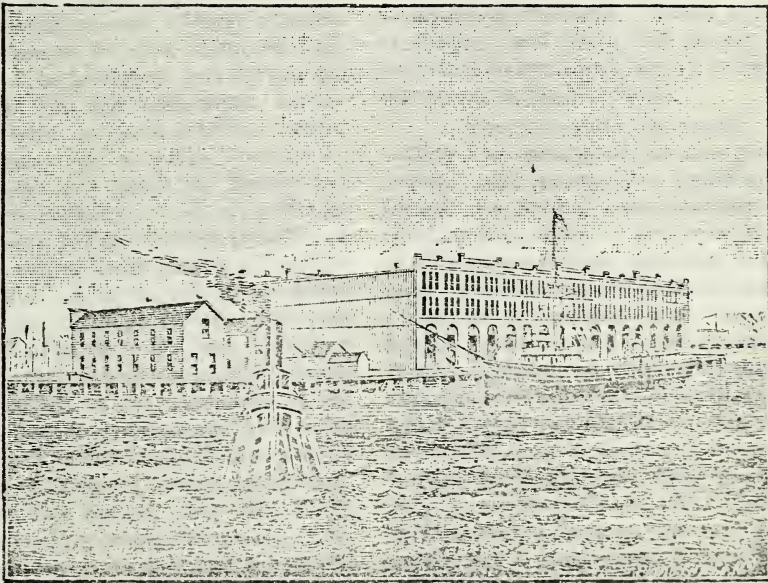


line" route from Duluth to St. Paul, and says that "such a road, with a carrying capacity of fifty loaded cars to one locomotive, could afford, upon the large volume of traffic which it would receive, to reduce freight rates to less than one-half the lowest rates which have prevailed on existing lines—say two and one-half cents per 100 pounds, fourth-class—to rates so low as to practically give St. Paul all the advantages of a lake harbor."

It is positively pitiful, this attempt of the Pioneer Press to bolster up the fleeting hopes—this whistling to keep the courage up—of the trembling St. Paulites. They see

goods from Duluth to St. Paul, and whether that something be one dollar per 100 weight or one cent, the difference will always be in favor of the Zenith City.

Second—If St. Paul merchants can lay down goods in that city at two and one-half cents per 100 weight, the same privilege will be extended to Duluth merchants, and the wholesaler of the Zenith City can enter into direct competition with those of St. Paul, and on the latter's native heath. More than this, the two and one-half cents additional freight to St. Paul represents but a small part of the entire additional expense attending the shipment of goods



THE MARINE BLOCK.

all too plainly, the hand-writing on the wall, and the vision of departed greatness overwhelms them.

But an examination of the theory of the Pioneer Press discovers several weaknesses which are destined to send its "nice laid plans aglee."

First—As was said by the Daily News months ago, "Actual possession is better than propinquity." Duluth is not one hundred and fifty miles from lake navigation, nor ten miles, nor one mile. It is the great lake port of the New Northwest. St. Paul must always pay SOMETHING to get

to that city. Let us note the course of a bill of goods bought by a St. Paul wholesaler in New York, and sold at St. Paul and delivered from that city, as compared with the same thing done in Duluth. The goods cost the St. Paul man just the same in New York as it does the Duluth merchant; for strange as it may appear to the St. Paul merchants, the government declines to make any discrimination in favor of St. Paul which makes the money of the Saintly City one whit better than that of Duluth. The freight by lake to Duluth costs both merchants the same, and when



the goods enter the harbor here both merchants have expended the same amount for duplicate bills of goods. But there the similarity ends. Down on one of the numerous and broad slips in Duluth harbor is a mammoth establishment, covering acres of territory. This is the store room of the Duluth wholesaler. The great leviathan which carries his freight sails majestically up to this wareroom and discharges its cargo. The goods are checked off, and in many instances without being stored at all, are loaded on board cars, which approach the warehouse from the other side, and are shipped direct to customers in the cities of the Northwest. No cartage has been done. Practically, the goods have been transferred from lake to rail without expense. But how different the case of the St. Paul merchant. The leviathan that carries his freight sails into the magnificent harbor of Duluth with the same majestic sweep, but she passes to a public warehouse. Here the goods are stored, for Duluth has vast storage capacity; or better, perhaps, loaded on cars, for the railroad facilities of Duluth are marvellously complete; but the goods are still a long ways from the warehouse of the St. Paul jobber. The cars take his bill of goods to St. Paul; here they are put into the railroad warehouse; thence they are carted to the warehouse of the merchant; here they are stored until sold; then they are carted back to the railroad warehouse and shipped to their destination. What does this cartage cost? Mr. P. H. Kelly, the leading wholesale grocer of St. Paul, is reported as saying that his annual bill for cartage is not less than \$40,000, and that he proposes to build a big establishment in Duluth and handle the bulk of his business here. Marshall Field, Chicago's merchant prince, as he stood at the depot in Duluth last summer and looked over the harbor, with its splendid facilities for freight handling, said: "If I had such means for the handling of freight in Chicago it would save me \$500,000 per annum!"

Third—But what will be the practical result of St. Paul's giving all its business to one line of road? How long will the Chicago, Milwaukee & St. Paul, or the Northwestern and Omaha systems, or the enterprising and pugnacious St. Paul &

Duluth road, stand and see the "procession go by" over this "air-line low-grade road?" The three first-mentioned systems already have lines reaching far to the north and west of St. Paul, and lines, too, which reach Chicago without passing through or going near St. Paul. Let the latter city commence a system of discrimination such as is planned by the Pioneer Press, and how long will the northwestern branches of these great systems remain without "air-line low-grade" lines running directly from Duluth to their northwestern connections?

The unprejudiced reader needs no continuation of this argument to see the utter futility of the efforts of St. Paul, and can scarcely fail to see in these efforts an admission of weakness. Duluth is the city of destiny, and there will be no let or hindrance in her march toward commercial supremacy in the Northwest.

REDUCED FREIGHT RATES.

With the opening of the new year, the present and prospective importance of Duluth as a jobbing point has been recognized by the railroads in that most practical of all ways—a radical reduction in freight rates. A committee of Duluth shippers had a number of meetings with the general freight agents of the roads interested in Duluth business, at which they presented arguments in favor of a reduction in rates which should put Duluth more nearly on an equality with St. Paul and Minneapolis. In fact, the first request made was that the rates be made the same from Chicago to St. Paul and to Duluth. This was not conceded, but a compromise was talked out which amounted to a reduction of from ten to fourteen cents per hundred pounds. One road was not represented at this conference, however, and the next information received by the committee was to the effect that owing to the objection of this line, rates would remain the same as before. Various meetings were held, at which nothing definite was accomplished, the main object of each road seeming to be to convince the Duluth public that it was very anxious to reduce the rates, but could not do so because of the obstinacy of some other members of the pool. But on Dec. 23, 1887, the Wisconsin Central gave the fifteen days notice required by the Northwestern Freight Association of its intention to put



into effect the following tariff, based on the same rate per mile as the tariff from Chicago to St. Paul. To show the extent of the reduction, both the old and new rates are given:

MERCHANDISE PER 100 POUNDS.		
Class.	Old Rate.	New Rate.
Class 1.....	80	63
Class 2.....	70	51
Class 3.....	48	38
Class 4.....	33	25
CAR LOADS PER 100 POUNDS.		
Class 5.....	22½	16
Class A.....	30	22
Class B.....	26	18
Class C.....	23	16
Class D.....	19	13
Class E.....	16	11
Soft lumber, shingles and lath.....	18	16½
Hardwood lumber.....	20	16½
Cement and stucco.....	15	12½
Salt, C. L.	18½	12½
Ores.....	15	15
Flour, grain and millstuffs.....	18	12½
Flaxseed.....	23	23
Nails or spikes in kegs.....	22	16

A change in the classification of cotton piece goods was also made, bringing the rate down to 40 cents per 100 pounds. Following this action on the part of the Wisconsin Central, there was a general scramble on the part of the other lines to get the low rates into effect in advance of the former road. The required fifteen days would expire on Jan. 10, 1888, making that the date on which the new rates would go into effect on the Wisconsin Central.

The Chicago, St. Paul & Kansas City road, in connection with the St. Paul & Duluth, forms a through line from Chicago to Duluth, and as neither of these roads is a member of the Northwestern Freight Association, they gave notice that the same rates would go into effect on January 2. This left all the other roads free to act, including the Wisconsin Central, and the rates quoted above went into effect on January 2, over the Wisconsin Central, Chicago, St. Paul, Minneapolis & Omaha, and the St. Paul & Duluth in connection with the Chicago, St. Paul & Kansas City, Chicago, Burlington & Northern and Chicago, Milwaukee & St. Paul.

The day following the visit of the committee of Duluth shippers to the general freight agents, the St. Paul Pioneer Press contemptuously remarked that "A glance at a railway map of the Northwest is all that is needed to prove that the hopes of the Zenith City of being placed on an equality with St. Paul in the matter of freight rates, can never be realized." A glance at the above table shows that Duluth has taken quite a long step in the direction of equality in freight rates. With the completion of the Duluth, South Shore & Atlantic Railroad, making Duluth entirely independent of Chicago, there may be a still further rearrangement of freight rates which will place Duluth and St. Paul still nearer on an equal footing.





THE GRAIN TRADE.



WHEAT is the Northwest's greatest crop. Last year the state of Minnesota and territory of Dakota raised 95,000,000 bushels, a great proportion No. 1 hard, the best spring wheat produced in the world. Of that vast crop Duluth handled 19,800,000 bushels, while her total receipts for the calendar year 1886 were over 22,000,000 bushels, making this the largest primary wheat market, outside of the milling center of Minneapolis, in the country. This year's receipts have not been so large, the total being 18,000,000 bushels in round numbers. The crop of 1887 is not yet a known quantity. Estimates run all the way from 80,000,000 bushels to 95,000,000 bushels. Of this crop Duluth has so far received 13,000,000 bushels, leaving about 7,000,000 bushels to come here in the next eight months to make our receipts equal those of the last crop year. There seems no doubt but that much at least will come forward. Wheat receipts at any great market vary from year to year according to the yield of the country tributary and the conditions of the cereal markets. Last year when Duluth made her greatest record all the conditions were favorable, except the lack of sufficient elevator room to care for the vast quantities of wheat seeking a market here, and which cut down the crop year receipts by several million bushels. This year nearly all conditions have been unfavorable, and the fact that in spite of them Duluth has kept her place at the head of primary markets, and all but equalled the great year 1886, goes farther than anything else to show that here is the coming wheat market center of the continent. To give an understanding of the Duluth wheat situation and an intelligent review of the market it is necessary that all conditions affecting it be known. In 1886 the crop of the Northwest was well distributed over Minnesota, North

and South Dakota, Northern Iowa and Southern Wisconsin. Minneapolis drew her milling supplies mainly from Southern Minnesota and Dakota, while these same sections, with Northern Iowa and Wisconsin, furnished the wheat for the great number of Southern Minnesota and Wisconsin interior mills, besides leaving a large amount to be marketed at Milwaukee and Chicago. The crop of the Red River Valley and North Dakota was also large, and Duluth became the favorite market of farmers and country shippers in those sections. Prices were good and wheat was rushed into our warehouses at a great rate. The capacity of all elevators here was then only a little over 11,000,000, and despite the large fall shipments East by lake, there was no room left here by January first. The result was that millions of bushels which would have come here and been counted in this year's receipts had there been more elevator room were turned to Minneapolis and helped swell the receipts of that city. Later in the year when navigation opened and shipments made room in the elevators a large proportion of the crop had been marketed elsewhere, while the big corner at Chicago, by making artificially high prices there, much higher than were paid in markets where there were no manipulations, turned the wheat of the Northwest there and other markets, Duluth included, suffered in a falling off of receipts. The crop of this year was generally disappointing. In the southern sections of Minnesota there was a heavy falling off in the yield. The result was that there was not enough to supply the southern interior mills, while Minneapolis was compelled to draw very largely from the northern section, where crops were good, and which are more especially tributary to Duluth. As a result the early fall prices were advanced at Minneapolis above Duluth, and wheat was turned there to supply the mills and the

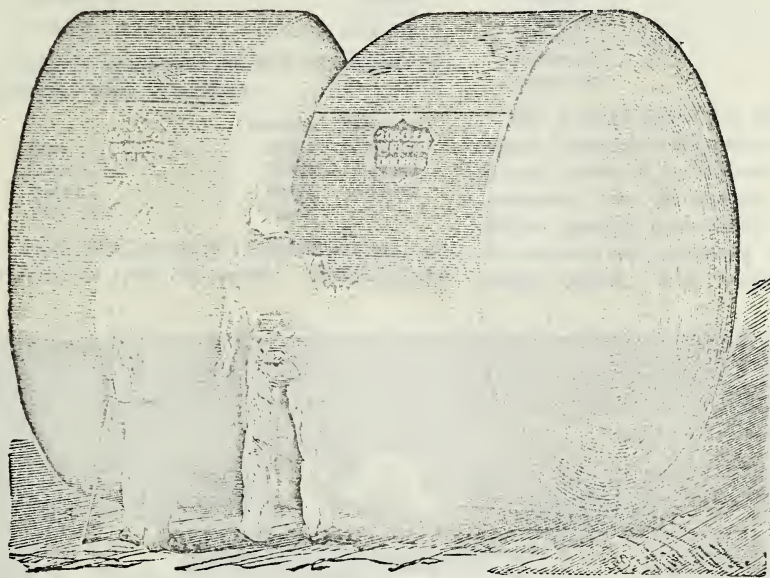


demand in the territory tributary to that city, cutting down Duluth's receipts to a great extent. Another feature was the lateness of harvest, caused by unfavorable weather which put back the movement for a month or more. Cars were very scarce on all the grain roads, which had greatly extended their lines without adding much

out to be much less than it has been estimated, and the next eight months will bring the crop year receipts up to 20,000,000 bushels. This is the only period of time by which the business can be correctly gauged.

Shipments for the year have been greatly in excess of those of 1886. The demand for

Duluth No. 1 hard and No. 1 northern in the East and in Europe has been very heavy. It was so great during the latter part of the navigation season that cash wheat ruled at a premium of from one to two cents for nearly three months and elevators were kept nearly depleted. The shipping was done by



IN A DULUTH ELEVATOR—THE LARGEST BELT IN THE WORLD.

to their equipment. This fact made the movement slower than it would otherwise have been, and also contributed in a measure to cutting down receipts at Duluth and increasing those at Minneapolis, as railroad companies favored that city in furnishing cars to shippers. All these features of the grain movement militated against this city and in favor of Minneapolis, and especially did so in the early movement. In September our receipts showed a great falling off, and October a smaller one. In November and December the movement on the northern roads was very largely to Duluth and receipts here were largely in excess of the same months in 1886. These facts while they explain the apparent falling off in Duluth's wheat business for the calendar year 1887, show upon what a solid foundation the grain trade here is. They will not affect receipts here for the rest of the crop year, unless the crop should turn

a few firms, who were kept busy the whole season. One firm alone shipped upwards of 10,000,000 bushels.

The movement for the calendar year, by months, was as follows:

	Receipts.	Shipments.
January	1,626,963	4,219
February	112,959	5,462
March	103,060	2,110
April	283,998	3,091
May	1,162,353	2,794,318
June	817,589	5,628,629
July	440,192	2,643,903
August	621,667	2,032,813
September	1,747,586	1,643,964
October	3,080,422	2,588,767
November	4,173,050	2,463,031
December	3,771,358	10,149
Total	18,041,297	19,721,463
Total 1886	22,424,850	17,668,251
Total 1880	1,347,679	1,453,674

The following table gives the receipts by grades for the year. The high character of the wheat can scarcely fail to be a surprise



to all. It will be seen that out of a total of 18,000,000 bushels, in round figures 16,000,000 bushels rank No. 1 hard, the highest grade in the world:

No. 1 hard	15,966,806
No. 1 northern	2,149,074
No. 2 northern	427,012
No. 3	62,929
Rejected	147,604
No grade	200,006
Special line	87,866
Total.	18,041,297

Coarse grain receipts and shipments for the year were as follows:

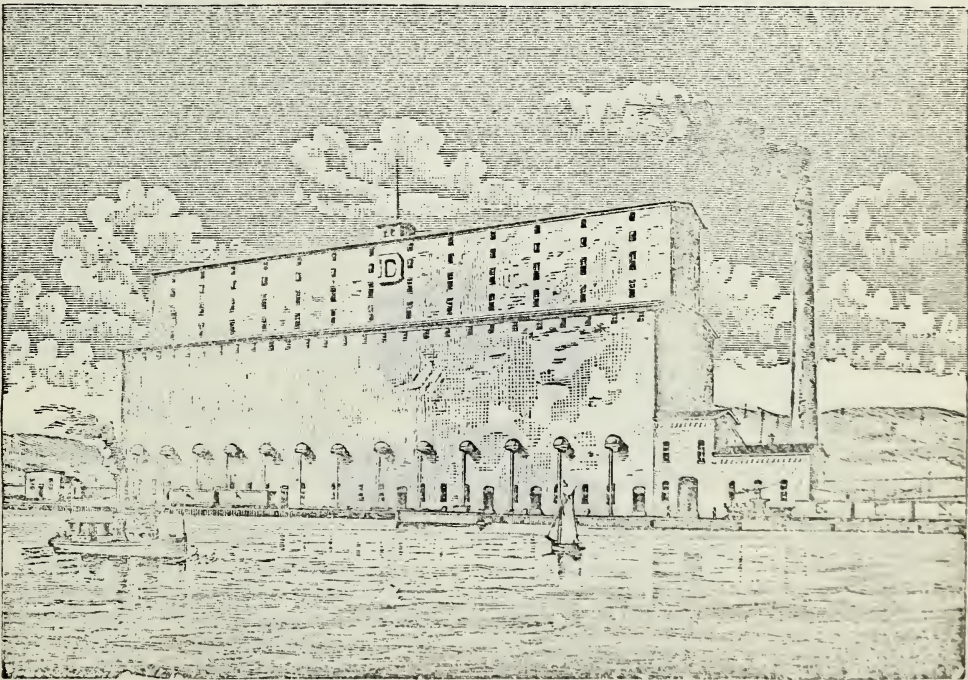
	Receipts.	Shipments.
Corn	270,417	132,953
Oats	79,619	41,079
Barley	19,224	19,224
Flax seed	1,888	....

Flour receipts were 1,335,932 barrels, and shipments 1,322,725 barrels. Reducing the

cash wheat on the Duluth market for the year 1887 has been as follows:

	Cents.
January	78½ @ 80½
February	75 @ 80½
March	74½ @ 77½
April	75½ @ 79
May	79 @ 83
June	70½ @ 82½
July	72½ @ 75½
August	70½ @ 72½
September	70 @ 73½
October	70½ @ 74½
November	71½ @ 75½
December	73½ @ 77

The lowest price for the year was 70 cents, September 20, when spot was worth $\frac{3}{8}$ cent more than October, and a good premium over November. The highest prices reached were 83 cents (May 24) and 82½ cents (June 4), during the big Chicago wheat corner. The transactions on the



ELEVATOR "D" OF THE LAKE SUPERIOR ELEVATOR COMPANY'S SYSTEM.

flour to wheat, the total receipts of all kinds of grain for the year were 24,424,089 bushels, and the total shipments 25,916,982 bushels, a large increase over that of any previous year.

The range of prices by months for spot

board of trade for the year amounted to about 600,000,000 bushels.

For the coming year the outlook for the Duluth wheat trade is excellent. New lines of railroad are opening new producing regions to this market, and the wheat area



of the Northwest is constantly increasing. The only thing that can interfere with the increase of our wheat trade is a failure of crops in our tributary districts, and that is something that has not yet occurred. The Northwest is and will remain the granary of the country. Duluth has already distanced Milwaukee, Toledo and Chicago in turn as a wheat market, and it is only a matter of a few years when she will handle more wheat than any other primary market in the country. The whole Northwest, whose production will soon run up to 150,-

000,000 bushels a year, will make Duluth its principal market, while the wheat of Manitoba will also find an outlet through Duluth railroads and vessels. The coarse grain trade is also largely increasing. Arrangements are already made by which Nebraska corn will be handled here, and the coming year will see large receipts of that cereal here. It is only a matter of a few years, too, when Duluth will have the speculative trade of the country, and wheat prices will be made here, and not at Chicago.





THE NEW HOTELS.



HE hotels of a city are an un-failing sign of its condition. They mark eras in its growth and development. The village inn, the country tavern, the metropolitan hotel—all tell the tale of their surroundings. Step by step the village follows hamlet, the city follows village, and metropolitan greatness succeeds the enterprising city. With each step of its progress the change for the better is marked by the improvement of its houses of public entertainment. Duluth has passed through all the primary stages—has had all character of public houses—and now, as if to mark her ascendancy to the high position of the metropolis of the Lake Superior Northwest, two magnificent hotels are being erected in Duluth, which for beauty and completeness will not be excelled in any city in the country double the size of Duluth. On Page 13 is an illustration of the new Hotel St. Louis, as it will appear when the addition and improvements now making are finished, and on Page 62 is an illustration of the Spalding.

THE SPALDING.

This magnificent hotel is the product of Duluth enterprise, born of faith and strengthened by the present prosperity and brilliant promises of a grand future. It is an enterprise in which every citizen, from the humblest to the highest, takes a deep personal pride. The building itself will be a noble piece of architecture. Seven stories high from Superior street, and eight from Michigan, with a ground size of 115x150 feet, it will command the admiration of all for its practical utility. Its foundations are of blue stone, laid on a concrete base and surmounted by Lake Superior brown stone. Its walls are of stone, brick and iron, faced with St. Louis pressed brick and trimmed with native

brown stone and terra cotta. The architecture is modern, with an artistic blending of the Gothic, Corinthian and Egyptian. There will be three finished fronts—on Superior and Michigan streets and Fifth avenue west. The entire effect is one of massive strength and magnificent beauty.

The main entrance to the Spalding is on Superior street, and will be formed of a grand brown stone arch. The ladies' entrance is on Fifth avenue, and is formed of a beautiful Corinthian arch. The windows are modern and the glass will be of the best plate. On the first floor will be six handsome store rooms, about fifty feet deep. In the rear of these will be the billiard room, private offices, ladies' entrance and vestibule. In the center of the whole, and overlooking the bay, is the main office. This room is 50x67 feet, and is one of the finest rooms for the purpose to be found in any hotel in the country. Taking the elevator at the first floor, the hungry guest is whirled quickly but gently to the sixth floor, where is situated the grand dining room, which will be without a rival in all the Northwest, and in the beauty of location will be without an equal. Overlooking the bay of St. Louis and Lake Superior, the view from this dining hall is one of inspiring magnificence. The eye will look away out over the waters of the lake without obstruction, up the beautiful bay, teeming with the life and bustle of lumber mills, and furnaces, and smelters, and rolling mills, and across the bay and over into the blue-black forests of Wisconsin—a picture more lovely, a scene more grand can scarcely be realized. The dining room will be 40x82 feet and will be two stories high, reaching from the sixth floor up through the seventh.

The building throughout will be most complete. Its total cost will be about \$350,000, the capital for which is being furnished by a stock company composed

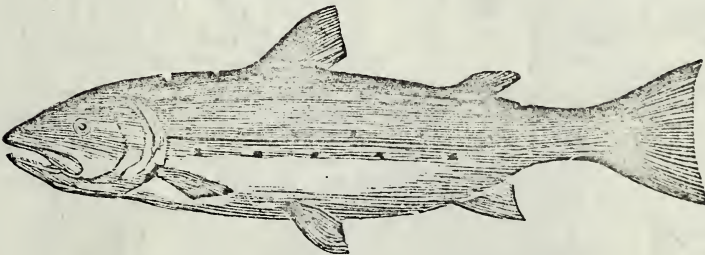


of Duluth's solid business men and capitalists. The Spalding House Company is the corporate name of the company, and W. W. Spalding is the president and F. W. McKinney secretary and treasurer. A board of nine directors is composed of the following named gentlemen: A. M. Miller, Owen Fergusson, G. G. Hartley, W. W. Spalding, R. S. Munger, F. W. McKinney, L. Mendenhall, J. R. Myers and George Spencer. To these gentlemen Duluth will ever owe a debt of gratitude for their enterprise and public spirit.

THE ST. LOUIS.

The new St. Louis will be up to the highest standard. The house will have a front-

age on Superior and Michigan streets of 200 feet, and will be six stories in height. Its front will be of polished granite, pressed brick and terra cotta, and the interior will be elegantly fitted up. The building will be fire-proof throughout. The addition now being made will cost \$125,000, and when this is completed, and the busy season of 1888 is over, the old walls will be taken down and the whole rebuilt on the plan of the new. The front will be one of the most imposing character, and will be made beautiful by hanging balconies from every window facing on superior street. Mr. Thomas Cullyford is carrying through the enterprise alone.



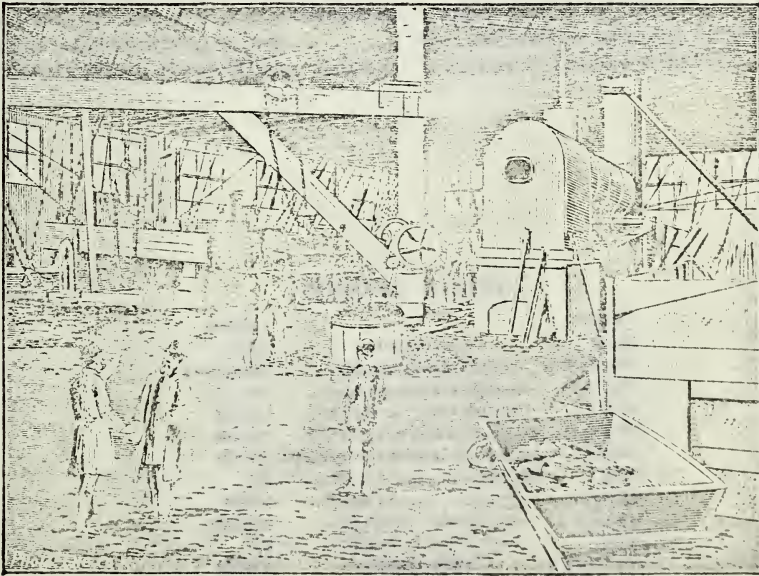


A GREAT MANUFACTURING CENTER.



GLANCE at the map of the Northwest will convince the most casual student of the elements which make for greatness that Duluth is destined to become the greatest manufacturing center in the Northwest. Her geographical position; her nearness to inexhaustible supplies of raw materials; her facilities for cheap transportation, both by water and rail; her vast water power; her cheap fuel supply; and last, but not least, a vast empire for her market, a country destined to support millions of inhabitants—all these point to Duluth as a manufacturing center

ranges—the natural common place of meeting and manufacture into rails, nails, spikes, machinery of all kinds, stoves—in short, everything into which iron and steel are made. Of these mines and their relation to Duluth as a manufacturing center, John Birkinbine says: "The quantity and quality of the ore supply available for smelting at Duluth are beyond question, the openings of the Vermilion ore mines in Minnesota being less than one hundred miles distant, by all-rail connection, and the center of development in the Gogebic range being but 110 miles from Duluth by rail. * * * The ore of either district



INTERIOR VIEW OF THE DULUTH STEAM FORGE WORKS.

second in importance to no city in the country.

On Page 44 of this work is a map of the Vermilion iron range; on Page 46 a map showing Duluth's central position between the celebrated Gogebic and Vermilion

shows phosphorus within the 'Bessemer' limit, viz., of phosphorus in 1,000 of iron; and there is at present no part of the country now developed where as great quantity of iron ores, rich in metal and within the 'Bessemer' limit of phosphorus, can be

obtained as in a radius of 120 miles of Duluth." All the articles of which hard or soft woods are a part find in Duluth a natural place of manufacture. Already Duluth is a great lumber manufacturing point, and the product of her mills is sent east and west and south, and the demand upon the extensive capacity already here cannot be supplied. Besides her lumber mills are sash, door and blind factories, planing mills, and other wood-working establishments. Paper mills would here find sufficient quantities of raw materials for the economical manufacture of that article. Already is a large linseed oil manufacturing company located in Duluth, and at the earliest possible moment in the spring work will be begun on one of the largest oil mills in the country. Woolen goods are destined to be manufactured here in vast quantities. All the products of Montana's flocks are sent here, and the Duluth manufacturer would have the advantage of first choice.

As has been pointed out in another place in this work, Duluth will surely become a great flour manufacturing center.

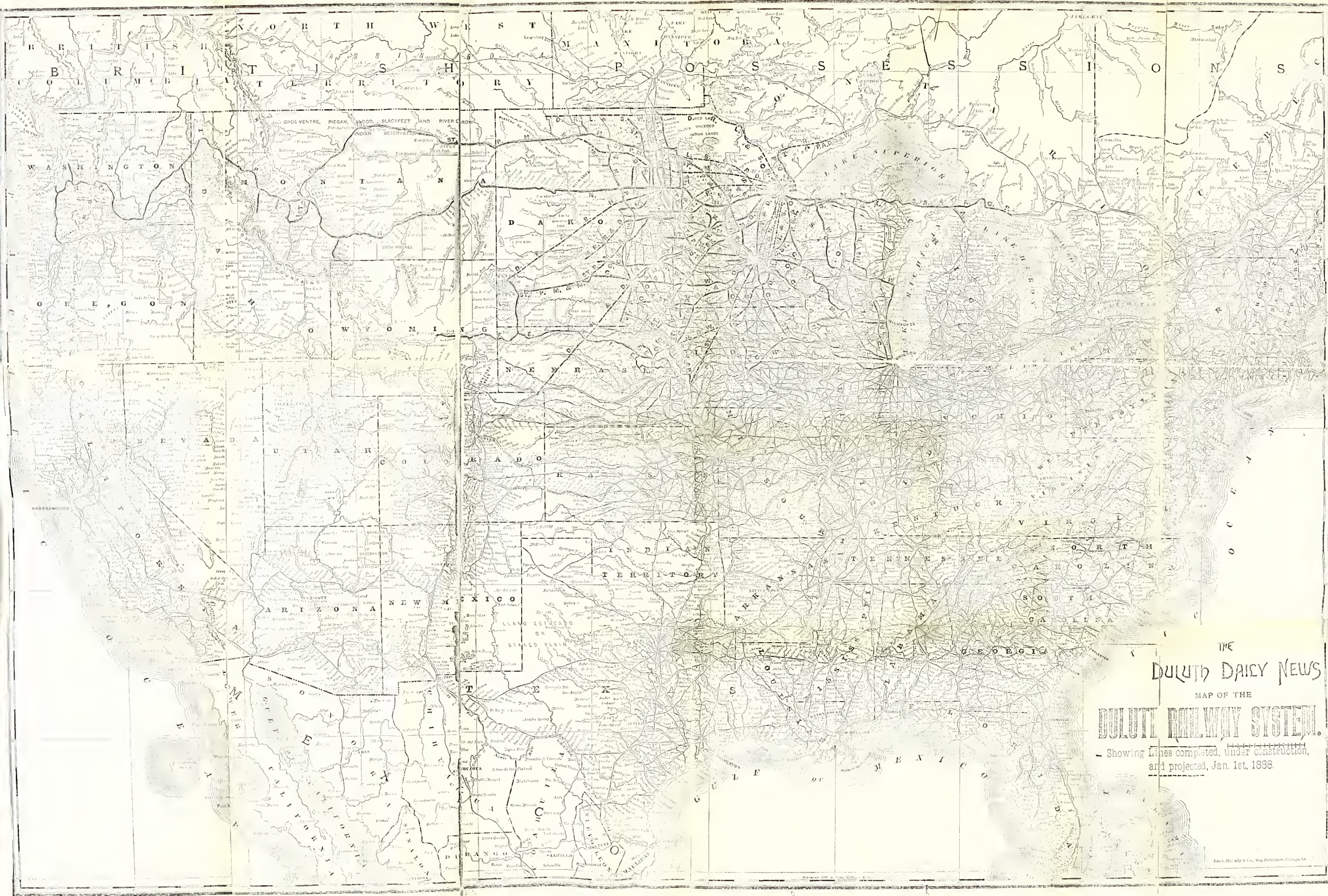
The Duluth Steam Forge Works, located

at Grassy Point, only started its blasts late in the season of 1887, yet already has it done heavy work for St. Paul, Minneapolis, Milwaukee and other prominent cities. One shaft, made for the great establishment of E. P. Allis & Co., of Milwaukee, was made in competition with the celebrated Cleveland Forge Works, but Duluth carried off the palm. At present the works are running night and day, and orders sufficient to keep it employed for months are already in. Double its present capacity is already needed.

A new ship yard, which will during the winter build two boats; the American Mechanical Improvement Company, that will manufacture several patent-right articles, are rapidly being put in condition for work, and 1888 promises to witness the introduction of several new and important manufacturing institutions, chief of which will be, in all probability, an extensive blast furnace and rolling mill for the manufacture of steel rails. It is not too much to predict that before the close of the present year many hundreds of men will be employed in new and important manufacturing industries in Duluth.

TOLD IN A LINE.

1880.		1887.
3,470	—Population—	35,000
\$10,186,633	—Bank clearances—	\$126,051,360
1,347,675	—Bushels wheat shipped—	19,821,463
551,800	—Barrels of flour shipped—	1,800,000
560,000	—Elevator capacity, bushels—	19,350,000
101,000	—Receipts of freight by rail, tons—	1,001,654
529	—Arrivals and clearances—	2,800
60,000	—Tons of coal received—	1,000,000
\$669,012	—Taxable valuation—	\$13,631,230
755	—Miles of railroad—	15,103
\$50,000	—Bank capital—	\$1,511,500



THE DULUTH RAILWAY SYSTEM.



HERE the great cities of a country shall be determined more by its water-courses than by any other one thing. It only needs a glance at a map to show how largely the water-courses have determined not only the location of the great cities of the United States, but the order in which they have developed. "Population moves westward," says De Tocqueville, "as if driven by the mighty hand of God," and this movement is as nearly due west as possible. The great lakes interposed a powerful natural barrier to a direct westward movement of the overflow from the great centres of population on the eastern seaboard, which barrier was made still stronger by the invisible boundary line located in their waters. It seems probable that the course of settlement might have been very different had the territory on both sides of the St. Lawrence and the great lakes belonged to the United States. As it was, however, all the westward flowing tide of population was forced to the south of Lake Michigan, and it was inevitable, from the very nature of things, that a great city should grow up at the head of that lake. Rounding the head of the lake, as it were under pressure, the stream of population turned northwestward—an eddy in its current producing the city of Milwaukee—and flowed on toward the twin centers of attraction, the head of navigation on the Mississippi, and the water power of St. Anthony's Falls. By sheer force of momentum this movement went forward in a northwesterly direction beyond St. Paul and Minneapolis, thus for a time leaving Duluth to one side of the tide of population and prosperity.

If the first place must be given to the water courses as factors in fixing the location of cities, the second place, and one which is only slightly less important,

must be given to the railroads. These necessarily follow the movement of population, because dependent on population for their support. The first roads that were built in the Northwest were controlled by Chicago men and operated in the interest of that city. Later on when St. Paul and Minneapolis grew in size and importance, a distinctively northwestern system of railroads was developed, controlled by residents of the Twin Cities and operated in their interest. These roads followed the drift of population and ran west and northwest of St. Paul and Minneapolis. One road, indeed, was sent northward to the head of Lake Superior seventeen years ago. That road is now called the St. Paul & Duluth, and might be called a prophecy of the future great railway system of Duluth. Certainly, like prophets and prophecies in general, it had for many years no honor, either in its own country or anywhere else. Only seven years ago this road, which is now one of the most prosperous in the country, was described with only a trifle of exaggeration as consisting chiefly of "the right of way, and two streaks of rust."

For years the railway development of the Northwest proceeded solely with reference to St. Paul, but of late a change has occurred and now it must be apparent to the most casual observer that an entire readjustment of the northwestern railway system is taking place, the development proceeding no longer solely nor even chiefly with reference to the Twin Cities, but rather with reference to Duluth. A gentleman of genius named Banning, studying the map with the aid of a pair of compasses, made some startling discoveries. If a line be drawn from the southeast corner of Minnesota through the southwest corner of New Mexico, every point on that line is equally distant from Chicago and Duluth, and hence all the territory lying



north and west of that line is nearer to this city than it is to Chicago. A third of Iowa, practically all of Nebraska, a considerable part of Kansas, all of Colorado, half of New Mexico, one little corner of Texas, and all of Dakota, Montana, Idaho, Wyoming, Utah, Nevada, Arizona and the Pacific States and territories are nearer to Duluth than they are to Chicago. Omaha is eleven miles nearer in an air line, and the projected extension of the St. Paul & Duluth will make a line fifty miles shorter than any existing road from Omaha to Chicago. Denver, Col., is 110 miles nearer the head of Lake Superior than to the head of Lake Michigan. When it is considered that the distance to Buffalo by water is practically the same from both cities, and that the commodious harbor of Duluth makes it possible to handle vessels in about one-fourth the time which is necessary in the narrow, crooked river which constitutes the harbor of Chicago, it will be seen that "Banning's line" is a fact of tremendous importance. The first to realize the full significance of this fact and its corollaries, were the long-headed, far-sighted men who are at the head of the great railway systems of the Northwest.

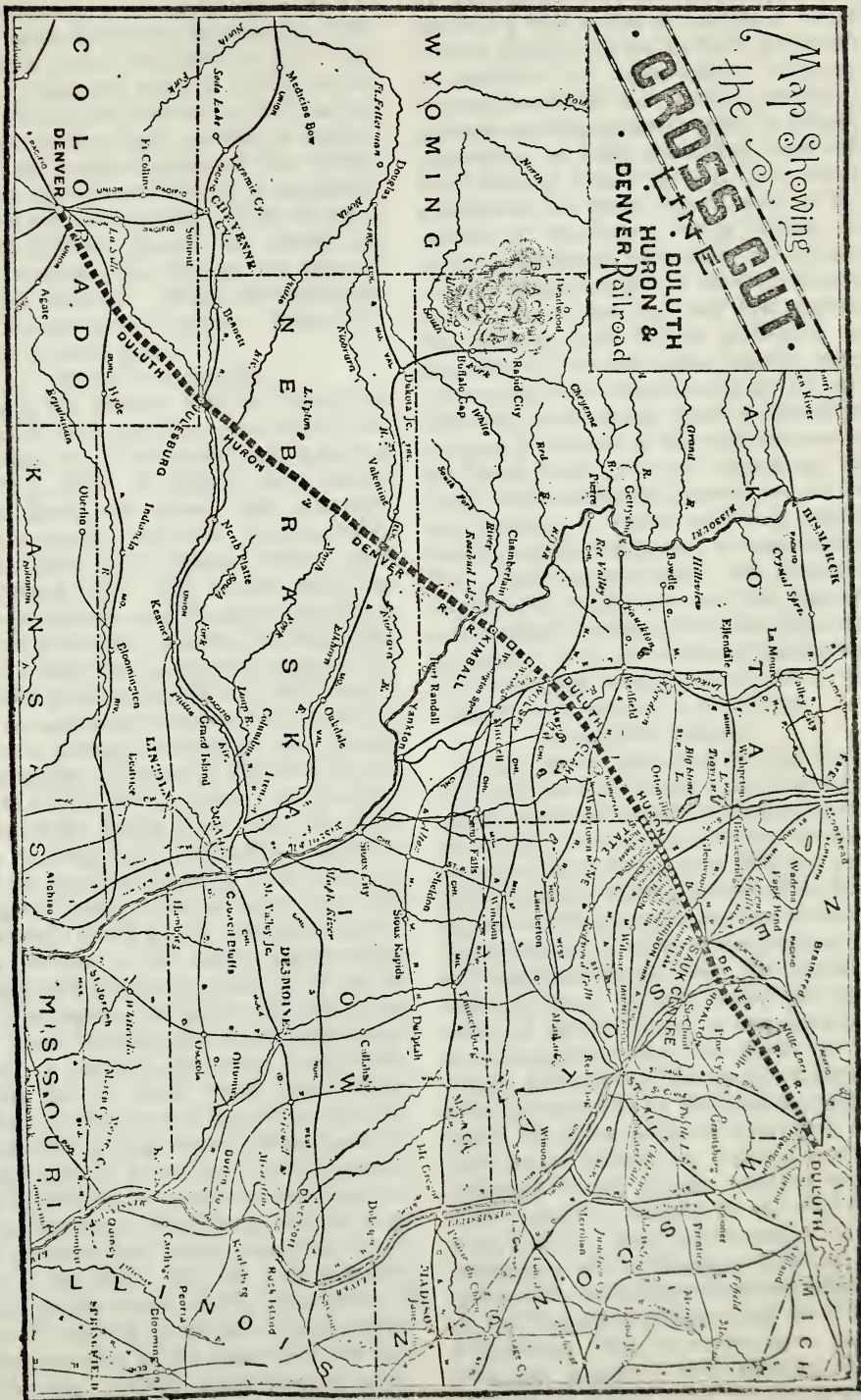
The controlling element in the commerce of the world is water transportation. Inland cities are not natural terminal points. Chicago, at the head of Lake Michigan, and Duluth, at the head of Lake Superior, are the natural terminal points for the commerce of the great West, and it will be divided between them in proportion to the territory which is naturally tributary to each city. "Banning's line" indicates approximately where the division will be made. The territory for a certain distance on each side of this line will be debatable ground, but a limit will be found beyond which the territory and the trade will belong absolutely to one or the other. These facts demand and will bring about a two-fold reorganization of the railway systems of the Northwest—a reorganization, indeed, which is already well under way. The Chicago systems have pushed their lines hundreds of miles beyond Banning's line into territory which must necessarily be surrendered to Duluth when the Duluth railway system is developed. For

example, the Chicago, Milwaukee & St. Paul road extends to Fargo, Dak., 716 miles from Chicago. By the Northern Pacific the distance from Duluth to Fargo is 224 miles. The lowest point to which rates can be permanently reduced by competition is the transportation of goods at actual cost, and the Northern Pacific can carry goods 224 miles at a handsome profit, at rates which would be far below cost for the 716 mile haul of the Chicago, Milwaukee and St. Paul road to Chicago. The Chicago, Milwaukee & St. Paul, the Chicago & Northwestern and other Chicago systems have hundreds of miles of road in Minnesota, Dakota, Nebraska, etc., all of which lies at a disadvantage, similar to that illustrated by the case above given. Before the close of 1898 there will not be an important point in Dakota, reached by the Chicago roads, which will not also be reached by roads leading directly to Duluth. One of three things must happen to the mileage of the Chicago systems. It must cease to compete for through traffic and depend on local business for support; be sold to Duluth roads, which can make profitable use of it; or be put in a position to compete with the Duluth lines by the building of a Duluth connection. There is no reason to expect that either of the two results first mentioned will follow, and every reason to expect that the one last mentioned will.

The second part of the reorganization mentioned above will have reference, not to Chicago, but to the Twin Cities—St. Paul and Minneapolis. Inland cities are not natural terminal points, but the attempt has been made to build up a commercial center at St. Paul and Minneapolis by the aid of railroads alone, and to maintain commercial supremacy by a system of unjust discrimination in railroad rates. But a structure built on such a foundation cannot be permanent. Two of the Chicago systems are built right through these cities to the west, and one of these systems has a line to Duluth. At least two other Chicago roads have made surveys and announced their intention to build to Duluth, and it is a necessity of the situation that all the rest should do the same thing. One new road is under construction from Duluth to the southwest, and another is on a sound financial basis, which assures

* See map on Page 9





MAP OF THE DULUTH, HURON & DENVER RAILROAD.

its construction at an early day, neither of which touch St. Paul or Minneapolis. The Manitoba, which was built as a St. Paul road, is changing front as rapidly as possible, all the new lines built in 1887, and all those planned for 1888, pointing to Duluth. When the reorganization of the Northwestern systems of railways is completed, St. Paul and Minneapolis will be found to be, not terminal points, but simply the most important way stations on some of Duluth's railroads. Water transportation holds the key to the situation. Duluth is a natural terminal point.

ST. PAUL & DULUTH.

This is the pioneer road to Duluth, the first train over the line, then called the Lake Superior & Mississippi having arrived August 1, 1870. It extends from Duluth to St. Paul, 154 miles, with branches to Minneapolis, Stillwater, Taylor's Falls, Kettle River and Cloquet, Minn., and Grantsburg, Wis., and a new short line between Oneota and Thomson, making a total of 246 miles. The St. Paul & Duluth is not a large road as regards mileage, but the table given elsewhere will show that it does an enormous business. The mileage has been increased during the year by the construction of the short line from Thomson to Oneota, fifteen miles, and the purchase of the Kettle River road, six miles long, running to the Kettle River quarries. The old line from Thomson to Oneota runs along the bank of the St. Louis river, and abounds in heavy grades and sharp curves. The new line is two and a quarter miles shorter, the maximum grade is 52 feet to the mile, against 103 on the old line, there are fewer bridges, and much better alignment. A bridge is also under construction across the St. Louis river, from Grassy Point, six miles west of Duluth, to the Wisconsin side, giving access to West Superior. Large sums of money have been expended also in lowering the grades on the entire line from Thomson to White Bear, nothing being left between those points exceeding fifteen feet to the mile. The St. Paul & Duluth has a project under consideration which, if carried out, will be of the utmost importance, not only to the road itself but also to this city. This is no less than an extension of the road from St. Paul to Omaha. With the building of Duluth connections

by roads which have their feeders stretched out over a wide extent of country, it would be very difficult for the St. Paul & Duluth to maintain its independent existence. It seems inevitable that it will be absorbed by some existing system needing a Duluth connection, or build additional lines and itself develop into a system. The latter alternative has been chosen, and in the opinion of The News, wisely chosen. A survey has already been made on a route which is almost an air line between Omaha and St. Paul, and has very low grades. The distance from Omaha to Duluth by this line will be fifty miles shorter than any existing road from Omaha to Chicago. This will enable the St. Paul & Duluth to compete for a share of the vast business of the Union Pacific, on even terms to say the least, besides which the line will run all the way through a fertile and well settled country which will furnish a large traffic. The added business which this extension would bring would tax even the magnificent terminal facilities this road possesses in Duluth. It is not definitely determined at this writing whether construction will commence on this line in 1888 or not.

NORTHERN PACIFIC.

It was money furnished by Jay Cooke that built the first Duluth road; it was also money furnished by Jay Cooke that started the second Duluth road on its westward march to Puget Sound, and 1870, the same year which saw the completion of the Lake Superior & Mississippi road, witnessed also the beginning of work on the great northern trans-continental line, the Northern Pacific railway. In 1883, under the presidency of Henry Villard, it was completed to a connection with the tracks of the Oregon Railway and Navigation company, and a through line to Portland was established, but it was not until July, 1887, that the Cascade division was finished, and the Northern Pacific began running trains from Duluth to Tacoma all the way over its own track. Next in importance to the completion of the Cascade division, and perhaps of even greater value to Duluth, is the building of the branch called the Duluth & Manitoba. This leaves the main line at Winnipeg Junction, near Hawley, thirty miles east of Fargo, runs due north sixty-nine miles to Red Lake Falls, turns ab-

ruptly to the west as far as Grand Forks and then square to the north again to Pembina, where the Red River of the North crosses the international boundary, in the extreme northeastern corner of Dakota. The total length of the branch is a trifle over one hundred and ninety-nine miles, of which ninety-six were constructed in 1887. Numerous branches have been built in the mining regions of Montana, and two of the Dakota lines have been extended. New construction and total mileage are shown in the following table:

MAIN LINE.	Miles.
Cascade division	13.1
Switchback	7.0
Total.....	20.1
BRANCHES.	
N. P., La Moure & Missouri River, La Moure, Dak., to Edgely, Dak.	21.2
Duluth & Manitoba, Grand Forks, Dak., to boundary line.....	95.9
Livingston Coal & Coke Co., Coal Spur to Coke Owens, Mont.	3.5
Helena, Boulder Valley & Butte, Jefferson to Calvin, Mont.....	30.0
Helena & Northern, Clough Junction to Marysville, Mont.	12.6
Drummond & Phillipsburg, Drummond to Phillipsburg, Mont.....	25.7
Missoula & Bitter Root Valley, Missoula, Mont., to end of track.....	40.0
Spokane & Palouse, Belmont, Wash., to Genesee, Idaho.....	61.0
Total.....	289.9
Total built in 1887.....	310.0
Total mileage Jan. 1, 1887	3,081.5
Grand total Jan. 1, 1888	3,391.5

New construction for 1888 is not fully outlined, but there are indications that it will equal or exceed that of 1887. A few years ago the Northern Pacific and the St. Paul, Minneapolis & Manitoba roads were fighting for territory in Minnesota and Dakota, and parallel, intersecting and interlacing lines were laid out in all directions, and to such an absurd extent that it would have been ruinous to both roads to build and operate them all. So a division of territory was agreed on, the Manitoba taking the north and south lines, and the Northern Pacific the east and west lines, leaving the Manitoba in undisturbed and undisputed possession of the Red River valley. The Red River Valley Railroad, which the people of Manitoba are determined to build if it takes a revolution, will run from Winnipeg to Pembina, connecting

at the latter point with the Northern Pacific. Another line, which has been surveyed and for which much of the right of way has already been secured, is to run from Twin Valley on the Duluth & Manitoba, via Ada, Caledonia, Hillsboro and Portland, toward Devil's Lake and Mouse River. This line will cut into the very heart of the Manitoba's choicest territory, crossing five lines belonging to that system and invading the territory of two more. Volumes much larger than this have been written concerning the resources of the country traversed by the Northern Pacific, and it is impossible even to mention them here. The table given elsewhere shows something of the business originating in this territory, and something of the importance of this great road to Duluth. The settlement and development of the vast territory tributary to the Northern Pacific is as yet little more than begun. With the vigorous building of branch lines into new territory and the development of that already occupied, the tonnage carried to and from this city by the Northern Pacific will in the near future be something stupendous.

ST. PAUL, MINNEAPOLIS & MANITOBA.

The lines of this great system and those of the Northern Pacific are so interwoven that it is natural to consider them together. The history of this road reads like a romance. A little bankrupt road, whose bonds went begging a few years ago at five cents on the dollar, has been developed into one of the largest, best managed and best paying railway systems in the country. This result is due more largely to the president of the road, Mr. James J. Hill, than to any other person or cause. The growth of the Northwest has given many opportunities which any one was free to take and use, but few men have as great ability to see these opportunities and to improve them to the utmost when seen, as has been shown by Mr. Hill, and so strongly is his individuality impressed on the great corporation of which he is the head that "Jim Hill" and "The Manitoba Road" are used as synonymous terms throughout the Northwest. The development of the road for several years proceeded entirely with reference to St. Paul, two lines running northwest from that city to the Red River

and then northward down the valley of this stream, one on each side, to the Canadian boundary, where they are met by branches of the Canadian Pacific road. A multitude of branch lines cover the whole valley of the Red River, no less than six parallel lines being found in one case within a distance of forty miles. Mr. Hill was one of the first to recognize the full significance of the group of related facts symbolized by "Banning's line," and within a few years a grand change of front was begun, all the new lines pointing to Duluth. First a line was built from St. Cloud to Hinckley, on the St. Paul & Duluth, and a traffic arrangement made with the latter road, so that the great bulk of the enormous wheat product of the Red River Valley is sent to market via Duluth and the lakes. During 1886 a line was built southwest from St. Cloud to Willmar, and during 1887 work has been vigorously pushed on an extension of this line through Granite Falls, Marshall and Pipestone to Sioux Falls, Dakota. This line will be completed and in operation to Sioux Falls by mid-summer of 1888, and a survey has been made for a further extension from Sioux Falls to Yankton. It is stated also that a branch, leaving this line at Brandon, near Sioux Falls, will be built to Sioux City, Iowa.

From Benson, some thirty miles west of Willmar, another line, called the Duluth, Watertown & Pacific, is pushing southwest through Watertown, Huron and Woonsocket to Wheeler, on the Missouri river. It is done and in operation as far as Watertown, and will be finished to Wheeler during 1888. Either this line or the one through Sioux Falls would make a good line to Denver, and it would not be safe to prophesy that one or the other, or both, will not be extended to that city in the near future.

Minneapolis millers, becoming alarmed at the rapid conversion of the Manitoba into a Duluth system, built in 1886 the Minneapolis & Pacific, running northwesterly between the two main lines of the Manitoba, through Paynesville and Glenwood to Elbow Lake, twenty miles south of Fergus Falls, turning thence westward to Lidgerwood in Dakota. But before the Minneapolis & Pacific had reached Lidgerwood, the Manitoba, starting from Tintah

Junction, twenty miles southeast of Breckenridge, had pushed on through Lidgerwood to Rutland, fifty-five miles west of Tintah, whence the line runs southwest sixty-four miles to Aberdeen. During 1887 a line was built on westward from Rutland to Ellendale. The Duluth, Pierre & Black Hills railway, for which a survey has been made from Aberdeen to Pierre and on toward the Black Hills up the valley of Bad River, is generally considered to be a Manitoba project, and the citizens of Rapid City and Deadwood hope to have a Duluth outlet in the near future via the Manitoba road. A line has been built from Tintah to Evansville, giving a better Duluth connection for the Aberdeen and Ellendale branches, and a number of other short branches have been constructed in Minnesota and Dakota. But the most important extension was that from Minot, Dak., to Great Falls and Helena, Mont. In the construction of this line the Manitoba performed the greatest feat in the history of railroading, not only in the distance covered in a given time, but in miles of track laid in one day. The first rail out of Devil's Lake was laid in June, 1886. In that year 118 miles were completed and Minot, at the second crossing of the Mouse river, became the winter headquarters. All winter long trainload after trainload of supplies was sent to Minot, averaging 150 cars a day for weeks at a time. All North Dakota was overrun by agents of the Manitoba, seeking men and teams to haul ties westward along the grade, which had been finished a hundred or two miles further west, while Minot became the depot of the largest amount of railroad supplies ever gathered at one place in the world. Steel rails, fish plates, nuts, bolts, spikes, switch-bars, etc., were piled up by the thousand tons, side by side with acres of ties and bridge timber. No such accumulation of material of any sort has been seen in this country since the days when the government was sending supplies to the million boys in blue who fought the nation's battles in the field. With the first sign of spring thousands of men and teams were put to work. The line was not to be constructed through a settled region, where supplies were always close at hand, but over hundreds of miles of open prairie, part

of the way through an Indian reservation. Not only every pound of material for the construction of the line, but food, provender and supplies of all kinds had to be carried in advance of the ever-shifting end of track, and shelter had to be provided for man and beast. It was on such a line and under such circumstances that the world's record of eight and two-tenths miles of track laid in one day, working "from end to end," was made in July last, and the middle of October saw the line completed to Great Falls, 549 miles from Minot, the point of starting in the spring. Construction by the Manitoba nominally ended at Great Falls, but the road from Great Falls to Helena, a hundred miles farther, which is called the Montana Central, is really a part of the Manitoba system and is operated as such. This will be extended during 1888 to Butte and other mining towns, and a branch is also proposed from Great Falls southeast to the Little Belt mountains. From Crookston a line is to be built southeasterly, via Leech Lake and Brainerd, to Milaca, on the St. Cloud-Hinckley branch. Twenty miles east of Crookston a line will be thrown to the south paralleling the Duluth & Manitoba branch of the Northern Pacific and meeting at Pelican Rapids the branch running north from Fergus Falls. A line is also to be built from Tintah to Fergus Falls, which will be extended in the near future through Perham and Park Rapids to Leech Lake. Surveys have been made for a line from Hinckley to Duluth, and all indications are that it will be built this year. Leech Lake, Milaca and Duluth are situated at the apexes of a triangle which is nearly equilateral, or in other words, the distance from Leech Lake to Duluth by way of Milaca is twice as far as it would be by a direct line. The great tide of traffic flowing Duluthwards from the thousands of square miles of territory tributary to the Manitoba's Helena line will force a channel for itself more direct than the one via Milaca. A direct line from Duluth to Crookston is a necessity of the situation. If, as is claimed by some, there are impassable swamps to the south of Leech Lake, a feasible route will be found to the north of it. Surveyors are reported to be running a line from Great Falls westward by way of

Flat Head Lake. "Manifest destiny" will carry the Manitoba to the Pacific coast. The total mileage of the Manitoba January 1, 1888, including the Montana Central, is 2,697.99, of which 942 miles were added in 1887, as follows:

	Miles.
Minot to Great Falls	550
Park River to Langdon, Dak.....	40
Tintah June., Minn., to Evansville, Minn.	32
Rugby June., Dak., to Bottineau, Dak....	39
Rutland June., Dak., to Ellendale, Dak..	49
Benson June., Minn., to Watertown, Dak.	92
Moorhead June. to Wahpeton June., Dak.	43
Total	845

MONTANA CENTRAL.

Great Falls to Helena	97
Grand total.....	942

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

This road, which is called the "Omaha" for short, was the third to reach Duluth, the first passenger train over their line reaching this city July 6, 1885. This road is a part of the great Chicago & Northwestern system, composed of the Chicago & Northwestern proper, the Chicago, St. Paul, Minneapolis & Omaha, the Fremont, Elkhorn & Missouri Valley, and the Sioux City & Pacific, aggregating nearly 7,000 miles, reaching from Chicago into Wisconsin, Michigan, Minnesota, Dakota, Iowa, Nebraska & Wyoming—an intricate system of connecting lines, which can only be understood by a careful study of the map. Nine-tenths of this mileage is nearer to Duluth than to Chicago, and when it is remembered that the territory tributary to these lines is much larger than all of France, it will be seen how hopeless any attempt at a description of its resources would be. The "Omaha" gave Duluth the first direct line to Chicago, independent of St. Paul or Minneapolis, and it is still the shortest line to the Lake Michigan metropolis. The new construction on the Northwestern system aggregates 527.74 miles, divided as follows: Chicago & Northwestern, 135.69; Fremont, Elkhorn & Missouri Valley, 358; Chicago, St. Paul, Minneapolis & Omaha, 34.05. Exact figures as to the Duluth business of the Omaha could not be ascertained, but 350,000,000 pounds is a conservative estimate.

DULUTH & IRON RANGE.

This was the fourth road to reach Duluth over its own tracks, the first train from

Duluth for Tower leaving December 21, 1886. The history of this road, and the causes which led to its building, are treated fully in the article on the Vermilion Range, beginning on Page 45, and need no special mention here. The map on Page 46 shows the road as now in operation, and on Page 44 the route of the extension to Ely is shown. A thousand men are now at work on this extension, which is to be ready for use in April next. There were 46,032,000 pounds of freight received at Duluth over the Duluth & Iron Range road during the year, and 49,116,000 pounds forwarded. The total business of the road was 489,873 tons, of which 442,299 net tons were iron ore. The Duluth & Iron Range will ultimately be extended to a connection with the

PORT ARTHUR, DULUTH & SOUTHWESTERN.

Forty miles of this road are under contract, running southwesterly from Port Arthur to White Fish Lake, the first ten miles of which are to be done in June, 1888. This line when finished to a connection with the Duluth & Iron Range at the international boundary will give Duluth a connection with the Canadian Pacific, and will make accessible other great iron deposits to the north of the boundary, and the fabulously rich silver district around Rabbit mountain. The famous Beaver mine in this district is shipping large quantities of ore which averages \$1,500 to the ton.

WISCONSIN CENTRAL.

Although the Wisconsin Central does not yet enter Duluth over its own tracks, it makes a through line for both passenger and freight between Duluth & Chicago, using the tracks of the Northern Pacific between Ashland and this city. The total mileage of the road is 778.28, of which 33.62 miles were constructed in 1887.

MILWAUKEE, LAKE SHORE & WESTERN.

This road, with a total of 523 miles of main track, also connects at Ashland with the Northern Pacific, forming a through line from Duluth to Milwaukee and Chicago.

DULUTH, SOUTH SHORE & ATLANTIC.

For many years the only rail route from Duluth to the East lay through St. Paul and Chicago. With the coming of the

"Omaha" road, and the completion of the Northern Pacific to Ashland and a connection with the Wisconsin Central and Milwaukee, Lake Shore & Western roads it was no longer necessary to pay tribute to St. Paul, but travel and traffic was still compelled to pass through Chicago, nearly five hundred miles to the southeast. The approaching completion of the Duluth, South Shore & Atlantic road, however, will give Duluth a direct rail outlet to the eastern seaboard, hundreds of miles shorter than existing lines, making the trade of this city in winter, as it already is in summer, free of all dependence on Chicago or Chicago roads. The charter of the Duluth, South Shore & Atlantic road is Duluth's "Declaration of Commercial Independence." The company began operations by purchasing two completed roads in the upper peninsula of Michigan, giving them on May 1, 1887, a total mileage of 272 miles, the main line extending from St. Ignace to Houghton, Mich., 246 miles. A branch line from Soo Junction, 108 miles east of Marquette, to Sault Ste. Marie, forty-seven miles, was opened on October 10. The extension to Duluth leaves the old line at Nestoria, forty-five miles west of Marquette. When work was suspended for the season the rails had been laid to Marengo, at the crossing of the Wisconsin Central, 131 miles from Nestoria. This gives 450 miles of road for January 1, 1888. The line will be pushed through to Duluth as early in the season as possible. The line runs north of Agogetic Lake, crosses the Wisconsin Central twelve miles south of Ashland, and will join the Northern Pacific about thirty-five miles east of Duluth, using the tracks of the latter road until their own line into this city is completed. At St. Ignace a connection will be maintained with the Michigan Central and Grand Rapids & Indiana roads by means of the most powerful ferry boat in the world. It is claimed that ice three feet thick will not interfere with the regular trips of this leviathan. At the Sault, the magnificent railroad bridge, completed a few days ago, gives a connection with the Canadian Pacific road. The Grand Trunk will build to the Canadian Sault this year and it is said that the Brockville & Westport road, having passed into the control of the New York Central,



will also be extended to the Sault during 1888. There will be no lack of roads in a few years, either at the Sault or St. Ignace, to compete for a share of the business of the South Shore line. By this road and its connections the distance from Duluth to ocean navigation at Montreal will be practically the same as the distance from Chicago to New York. It traverses the entire length of the Gogebic and Marquette iron ranges, penetrates the heart of the Keeweenaw copper country, and opens up a large territory, as yet unoccupied and undeveloped, which contains great quantities of pine and hardwood timber, much fertile farming land, and in all probability rich mineral deposits. The importance of the South Shore road to this city can hardly be overestimated.

DULUTH, HURON & DENVER.

Another important road, work on which is actually under way, is the Duluth, Huron & Denver, or "Cross Cut line," a map of which appears on Page 89. The section from Sauk Center to the Dakota line has been completed ready for the rails, and these must be laid by May 1, 1888, or a large amount of bonuses voted by towns along the line will be forfeited. The section from Sauk Center to Duluth is under contract for completion by January 1, 1889, and it is probable that the line will also be pushed westward into Dakota. Connection will be made with the Union Pacific at Julesburg, Colo., from which point the latter road has a direct line to Denver which will probably be used by the "Cross Cut," although the latter road is able to build an independent line to Denver if satisfactory arrangements cannot be made with the Union Pacific. The distance from Julesburg to Duluth is more than one hundred and fifty miles less than the distance to Chicago, making the "Cross Cut" connection valuable to the Union Pacific not only for business from Denver but from the far west. It would be nothing surprising to see Union Pacific trains running regularly to and from Duluth within two years. But with feeders thrown out from the main line into the fertile region traversed by the Duluth, Huron & Denver road, it will not need to depend on the Union Pacific connection for a paying business, but will build up for itself a

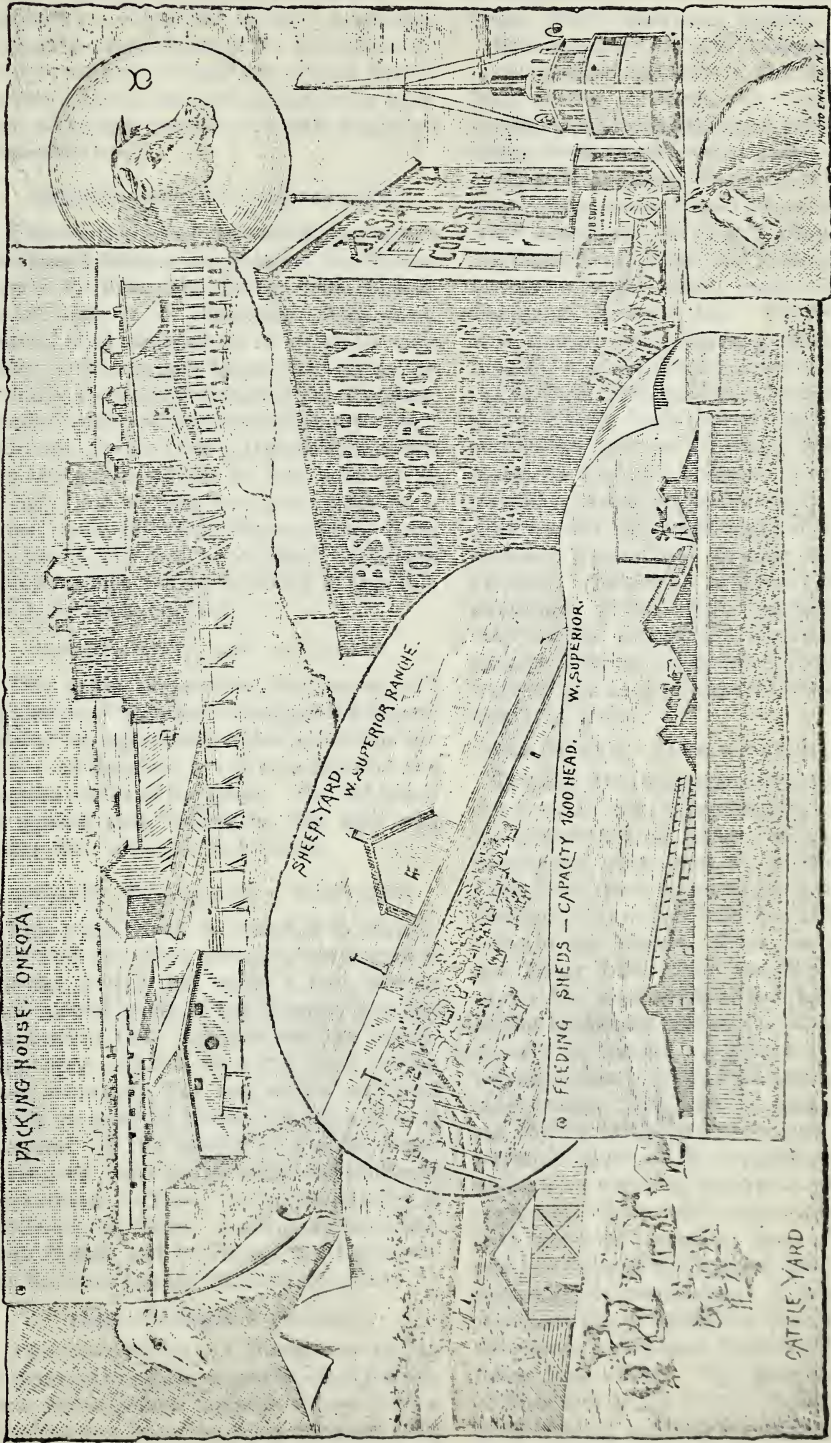
magnificent and thoroughly independent traffic.

The original intention was to build through Watertown and Huron, but the line on the map runs through Clark and Wolsey instead. The map of which this is a reproduction was received too late to allow inquiry of the officers of the road as to the change of route indicated.

DULUTH, RED WING & SOUTHERN R. R.

What might be termed a commercial rebellion is taking place in Southern Minnesota and Northern Iowa. All the roads in that section belong to Chicago systems, and rates have been so arranged that the people were compelled to ship their products to, and buy their supplies from, Chicago. They could not get rates to Duluth based on distance, as the Chicago roads would be obliged to turn over Duluth-bound freight at St. Paul to other roads, thus getting for themselves the short haul to St. Paul, instead of the long haul to Chicago—an application of the short haul principle even more distasteful than the fourth section of the interstate commerce law. The people have determined that they will no longer submit to this condition of things, and as the surest and speediest way of obtaining relief, have organized the Duluth, Red Wing & Southern Railway, and will build a road of their own to Duluth. Every town in Southern Minnesota is enthusiastic over the project; all of them are bound to have connection with it, and are willing to tax themselves to the constitutional limit to get it. Bonuses so many and large have already been voted that the road is certain to be built, and as one line cannot possibly reach all the towns that want it, there will probably be two or more branches beyond Red Wing.

Sioux City, Iowa, was also very desirous of a Duluth connection, and voted a large bonus to any road that would furnish it "without going through St. Paul." Accordingly, the Sioux City & Northeastern road was organized, which has now joined hands with the Duluth, Red Wing & Southern. The line is located from River Falls, Wis., to Sioux City, Iowa, via Red Wing and Owatonna, Minn., and surveyors are now engaged on the line from Duluth to River Falls. The first hundred miles out of Duluth will run through a heavily tim-



J. B. SUTTHIN'S LIVE STOCK INTERESTS.

bered region, and all the rest of the way through an old-settled country, producing immense quantities of grain, live stock and dairy products. Funds are in hand for the construction of the road, and with the coming of spring active work will begin all along the line.

CHICAGO, ST. PAUL & KANSAS CITY.

This is the name by which the entire Stickney system is now known, the Minnesota & Northwestern having been consolidated with it in December. This road, started after the systems of its rivals were fully developed, has fought its way to the front in an incredibly short time. So clear-headed a man as President Stickney recognizes the necessity of a Duluth connection for the great system he has built up so rapidly, and surveys have been made for a "low-grade, air-line double-track road from St. Paul to the head of the lake." It is said that contracts for the building of this line are to be let in February.

CHICAGO, MILWAUKEE & ST. PAUL.

This great corporation has begun suit against the "Omaha" to compel the execution of an agreement which gives the former road the right to run into Duluth over certain tracks of the latter. The inference is natural that, failing in this, they will build their own line into Duluth.

CHICAGO, BURLINGTON & NORTHERN.

This road, which is operated in connection with the great Chicago, Burlington & Quincy system, has made a very minute and careful study of the country between the head of Lake Superior and the Mississippi river, no less than five lines having been surveyed. The one which will most likely be selected leaves the main line at Prescott, at the mouth of the St. Croix river, and runs north along the shores of that stream, striking the important city of Stillwater en route. A company, in which both Duluth and Stillwater are represented, has been formed to build this road.

LAKE SUPERIOR & PACIFIC.

This road, which is a Duluth enterprise, is planned to run in a northwesterly direction from Duluth towards Grand Forks. The line has been surveyed for more than one hundred miles, and definitely located

to the junction of the St. Louis and Cloquet rivers, thirty miles from Duluth.

How few there are who realize the extent of unoccupied territory in the Northwest. That portion of Minnesota lying north of the Northern Pacific Railroad contains over thirty-five thousand square miles—as much as New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island and Delaware combined. St. Louis county alone will hold Connecticut, and then have room for all of Rhode Island except one of the islands in Newport bay. The Duluth & Iron Range road penetrates seventy miles into this vast area in the eastern part, and the St. Paul, Minneapolis & Manitoba runs across it from north to south near its western border, and the Northern Pacific road makes its southern boundary, but there is territory, containing over twenty thousand square miles, the outer edges of which are nowhere nearer than twenty miles to a railroad. Here is an empire waiting to be developed, within whose spacious bounds there is room enough and wealth enough to support a dozen railroads. Another road which is planning to enter this vast unoccupied area is the

DULUTH, RAINY LAKE & SOUTHWESTERN.

This line is to run in a northwesterly direction from Duluth, approximately parallel to the Duluth & Iron Range road, and about twenty-five miles west of it, striking the Little Fork river, down which it will run to the Rainy Lake river, and down this to the Lake of the Woods. From the mouth of the Rainy Lake river the line will run nearly due west about fifteen miles south of the boundary line to the Mouse River country in Dakota. A glance at the map will show that this is no scheme to parallel other roads. The line, as planned, runs out into a territory unoccupied and unclaimed, much of it a wilderness, but a wilderness which is known to abound in resources which will make wealthy the road which will develop them. The line will run through the largest body of pine remaining in the country. It is estimated that there are 4,500,000,000 feet of pine on the waters which have their outlet through Rainy Lake river. The pine which will be tributary to the Duluth, Rainy Lake & Southwestern railroad is sufficient to furnish seventy-five car loads a day, three

hundred days in the year, for twenty years, Rich discoveries of iron ore are reported from points southwest of Tower, and branches can be built to any point on the Vermilion range which will compare favorably as to grades and distance with the existing line. The new road would need some ore docks at Duluth very soon after it commenced business. Turning westward from Lake of the Woods, the line soon enters the Red River valley, and its course, to the end of the line as at present proposed, would be through as fertile a country as the sun shines on.

The Duluth, Rainy Lake & Southwestern has bills before congress granting it right of way through the reservations and unceded Indian lands along its course, and permission to bridge the Red river.

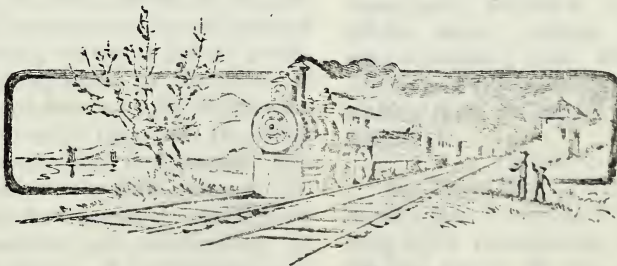
MISCELLANEOUS.

More than thirty roads have been incorporated within the last eighteen months which either have Duluth in the title or are to build to this city. Many of these are still on paper, and among so many it is difficult to decide which will remain on paper and which will be built. The Duluth, Mankato & Austin has a land grant of

sufficient value to build it; the Duluth, Fargo & Black Hills has secured the right of way for seventy-five miles southwest of Fargo, and graded for twenty-five; the Missouri, Roscoe & Duluth, which will probably be operated either by the Northern Pacific or the Manitoba, has done some grading northeasterly from Forest City, Dak. Information is not at hand which warrants the mention of any other at this time, with one exception. Although the last, not least, but rather one of the most important of all is the

DULUTH TERMINAL RAILWAY.

Full details can not be given, as publicity might interfere with the consummation of parts of the plan, but a carefully worked out scheme for a terminal railway has been prepared and most of the right of way secured. Preliminary work of all kinds is being actively pushed, and it is expected that work will begin as soon as possible in the spring. If carried out as planned, as it will be, Duluth will have one of the best terminal systems in the world, ample in its capacity for the business of all the roads which are likely to seek entrance here for years to come.



COMING ROUND GRASSY POINT.

MISCELLANEOUS.



ASK the epicure for a list of the daintiest of food fish known to his table and he will include the Lake Superior trout and white fish in the number, giving the preference to the latter. The demand for these fish is increasing year by year, until during 1887 the number of men employed in piscatorial pursuits, as a means of getting a livelihood, on the waters and shores of our great lake exceeded two thousand, and the capital employed in the industry is roughly estimated at over \$500,000. Duluth alone has had five steam vessels, including three propellers and two tugs, engaged in transporting the catch of the year to her packing houses and shipping firms. There are three large firms engaged in handling the fish brought to this port, as follows: McLean & Osborn, Northern Fish Company and the A. Booth Packing Company, the latter being by far the greater and represented at nearly every lake port and on two oceans and the Gulf of Mexico. The value of the catch which has been harvested here amounts to nearly \$80,000 to the fishermen whose labors make the maintenance of large receiving depots at Duluth profitable. Careful estimates fix the catch of 1887, as received here, at 2,000,000 pounds, which is under rather than over the actual figure. There are about forty regular fishing stations which ship here, and over two thousand men find constant employment in fishing, packing and transporting the fish. A large portion of the receipts come from the Canadian portion of the lake, the imports of 1887 from the Dominion being 793,569 pounds of fresh fish, and 23,806 pounds of salt fish, showing a large increase over 1886. The fishing industry is a large one, and the national government has tardily recognized it by establishing at this point the largest and most complete fish hatchery in the country. Before the close

of the present year the new hatchery will be in full operation and will aid greatly in increasing the supply of food fish in Lake Superior.

TAXES AND ASSESSED VALUATION.

Taxes usually form an unpleasant theme, but the small percentage of taxpayers in Duluth and St. Louis county who have achieved the unenviable distinction of "delinquents" shows that a very praiseworthy desire to further city and county advancement, by paying up promptly, exists among those who contribute their personal amounts. County Auditor Smith has recently issued his interesting holiday annual entitled "The Tax Levy for 1888" from which document it is gleaned that the Duluth tax levy for this year amounts to \$347,596.36, for all purposes, based on a total valuation of \$13,631,230, of which amount real property is estimated at \$10,976,377, and personal property at \$2,655,853. The rate of taxation is twenty-five and five-tenths mills, and the apportionment of the revenue to some of the leading expenditures is as follows: Fire department, \$40,893.69; school fund, \$50,435.55; school sinking fund, \$5,452.49; school building fund, \$35,441.20; interest on city and village bonds, and village bond sinking fund, \$17,262.46; city general fund, \$68,156.15.

PUBLIC LANDS.

"For Uncle Sam is rich enough to give us all a farm" was the refrain of a popular song which reverberated oft' times during the late war in the camps of the boys in blue. Popular as the song was, it only represented a fragment of the truth, as a glance at the reports of the general land office will show. From year to year the various local land offices have sent in reports of increased business, except in instances where the land was nearly all taken up, and the district a very old one. Among the prosperous districts Duluth is

well to the front, the prosperity of 1887 being a gratifying contrast to the dullness of 1886. Contributing in a great measure to the good showing of the last year was the demand brought into being by the palpable facts that the Vermilion range was not a myth but an existing reality and bound to develop into the greatest and most valuable iron properties on the face of the globe; by the knowledge that there were many acres of good farming lands in the district, and by the influx of capitalists and settlers anxious to acquire title to portions of the vast pine forests in the vicinity of Duluth's tributary water-courses. A few contests have been heard before the local land office during the year, but the cases in which the real ground of contest is "abandonment" are so few as to be scarcely noticeable, indicating a stability of intention on the part of the settlers and an honesty of purpose in marked distinction to some other districts where a large percentage of filings are alleged to be made by professional land sharks solely for speculative purposes. The following comparative statement of the work of the Duluth office will illustrate the increase:

	1887.	1886.
Total cash receipts.....	\$317,852 14	\$78,774 09
Declaratory statements.....	369	336
Cash entries.....	1,605	446
Homestead entries.....	1,005	220
Final Homesteads.....	150	59

THE WOOL TRADE.

It is generally conceded that the manufacture of woolen goods will be inaugurated at Duluth before 1889, and it is understood that a prominent Minneapolis firm, engaged in that branch of manufacturing, is heavily interested in the syndicate which is to build the dams (previously spoken of) and improve the water powers on the St. Louis river. Already the wool shipments through Duluth, via the lakes, amount to millions of pounds, and one firm last year handled two million pounds as an experiment. The result to them has been made known by their expressed determination to engage in the wool business on a larger scale than ever during this year. A number of other firms have also announced their intention to handle all the clip of 1888 and subsequent years which they can get hold of. The total wool shipments of

last year were 6,816,400 pounds, an increase over 1886 of 1,511,383 pounds.

BUSINESS HOUSES.

Manager Traphagen, of R. G. Dun & Co.'s mercantile agency, reports 632 mercantile firms doing business in Duluth at the close of last year, of which number 342 were started in 1886, and 162 were newcomers during 1887. Numerically the relative strength of the leading branches now in the city is as follows: Saloons, 76; grocers, 49; grain commission, 30; lumber, wholesale and retail, 21; clothing and furnishing goods, 20; hardware, 15; boots and shoes, 13; furniture, 11; general commission, 10; jewelers, 10; millinery, 10; drugs, 9; banks, 9; dry goods and carpets, 9; saw and planing mills, 9; printing, 7; wholesale cigars, 7; plumbing, 6; books and stationery, crockery and glassware, foundry and machinists, wholesale lime and cement, wholesale liquors, 3 each; wholesale meats, hardware and grocers, 2 each. The saloon business is still at the head, but shows a decrease of forty-six during the year—one of the few instances where a retrograde movement gives cause for congratulation.

FOR RECREATIVE HOURS.

Amid the hurrying throngs of a rushing business community there can always be found a number of people who can afford to take "a day off" for pleasure. To such persons, and to the thousands who annually flock hither from the crowded cities of the east and south, Duluth offers a panoramic series of pleasure resorts; and the ways and means committee of any party of tourists, be they male or female, or composed of both, can find avenues sufficiently broad and numerous to provide ever-changing novelty for an entire season's stay. Regarding the environs of Duluth, it may be said that "to him, who in the love of Nature, holds communion with her visible forms, she (they) speaks a various language." For the artist, whose straying pencil or brush strives to perpetuate the beautiful or sublime, the country hereabouts affords unlimited subjects. If the chosen scene be a water sketch, we have Lake Superior, the St. Louis river and a myriad of pretty water-courses. Should a more rugged subject be chosen, there is plenty of material to be had in rocky headlands, gnarled and old trees, picturesque

ravines and winding roads. Should the visitor be piscatorially inclined, there is no dearth of diversion. Let him hanker after the toothsome brook trout and the streams are alive with them; should his epicurean soul delight in a "mess of fried bass," he can get them within a forty minutes ride of Lake avenue; lake herring, whitefish, trout, and almost every variety of fish are to be found within easy distance of Duluth. Beautiful camping spots, the purest water, and (in season) the most luscious of wild fruits, are in Nature's storehouse and can be had by all. Private enterprise is now engaged in building a number of attractive summer resort hotels near here, two of which will be open to the public this year. Minneapolis has Lake Minnetonka, St. Paul has White Bear lake, and Duluth and Tower have Lake Vermilion—greater, grander, far more beautiful than either. On this latter lake are hundreds of beautiful islands, and the scenery from the lake toward the shore is magnificent.

Duluth's surroundings can give to recreative hours more pleasure than many other localities which claim to excel in this particular.

ILLUMINATING AND LUBRICATING OILS.

During 1887 upwards of 70,000 barrels of illuminating oils were received at Duluth, of which number 63,895 were received by the Standard Oil Company. The Keystone Oil Company will enter the lists as a large handler this year, and the estimate of oil receipts from the two companies named for the coming season is 150,000 barrels. Large oil sheds are erected in the suburbs of the city and about thirty men find employment during the season in handling the oil. The shipping of lubricants will, it is expected, be inaugurated during the present year in cargo lots and will show up some large figures at the end of the season.

EARTHENWARE AND BRICK.

There are several brick yards in and near Duluth and the verdict of the brickmakers is that the clay is of a superior grade, and the manufacture of this useful building article has already reached large proportions. It is within a few weeks, however, that a new deposit of much finer clay than any other yet discovered here has been found in Walbank's addition to Duluth.

The deposit is practically inexhaustible, is twenty-eight feet in thickness, and of uniform fine and tough quality, and the testimony of Milwaukee experts asserts that it is particularly adapted to the manufacture of terra cotta, flower pots, hollow ware, tiles, sewer pipe, and a multitude of other articles. A well has been sunk and a good supply of water secured, and the work of manufacturing the clay into different articles will be commenced in the coming spring.

THE TRIBUTARY REGION.

By means of the splendid Northwestern railway systems there is now directly tributary to Duluth a region greater than the area of Missouri, Iowa, Illinois, Indiana, Kentucky, Ohio, the two Virginias and Pennsylvania, or nearly four hundred thousand square miles. In this vast area of diversified resources lies the true secret of the ultimate greatness of Duluth. The production of this entire region is directly and indirectly tributary to Duluth. A great portion of the coal, oil, sugars and kindred staples of trade which are consumed in this immense region are received at Duluth direct from the producers' or manufacturers' hands. In return Duluth receives a large portion of all the leading productions, of which the following table gives the amount of the chief staples produced in Minnesota, Dakota and Montana during 1887:

	1887	
	Minnesota.	Dakota. Aggregate.
Wheat, bu	44,121,506	62,553,499 106,673 005
Oats, bu	45,347,584	43,217,478 88,565 062
Corn, bu	22,493,391	24,511,726 46,985,117
Barley, bu	8,305,974	6,400,568 14,706,542
Rye, bu	413,209	316,586 779,793
Buckwheat, bu	44,008	97,230 142,135
Butter, lbs.	30,615,842	14,558,132 45,176,974
Cheese, lbs.	1,063,504	167,841 1,231,395
Sheep, No	295,574	211,457 562,031
Hogs, No	296,525	512,611 809,136
Horses, mules and asses, No	363,765	212,824 621,589
Cattle, including cows, No.	973,526	1,001,455 1,977,981
Wool clipped, lbs ..	1,460,672	..... 136,654
Lumber, feet .....	.....	2,000,000 000
Iron, tons	390,568	.....
MONTANA.		
Silver	\$18,466,516 30	Sheep, No
Gold	5,496,126 21	Horses, No
Copper	6,000,000 00	Cattle, No

These figures are large of themselves, but when it is considered that scarcely one-

tenth of Minnesota and one twentieth of Dakota's fertile soils are under cultivation, the increase which must develop in the next few years is astounding to contemplate. Western emigration will seek this district, and in the ordinary ratio of growth the Duluth tributary belt will contain fully 5,000,000 people by the close of 1890.

A POSTOFFICE EXHIBIT.

This important branch of Uncle Sam's governmental machinery presents a showing of business for 1887 that has nothing but straight official figures back of it. By reference to the official report of the postmaster, it will be found that the carriers delivered 3,162,978 pieces of mail matter, exclusive of registered letters, during 1887, an excess over the previous year of 1,774,079 pieces, or nearly twice and a half as many. They collected 1,863,822 pieces last year, an excess over 1886 of 753,078 pieces. The sales of stamps, wrappers, envelopes and postal cards for last year amounted to \$38,000, an increase of nearly \$11,000 over 1886. All other branches of the office show the same gratifying increase. A great improvement has taken place in the office

interior, and the demand for more clerks and carriers is imperative, and will undoubtedly be heeded by the postmaster general during the year.

FREIGHT RECEIPTS AND SHIPMENTS.

The following table, brief though it is, is yet more eloquent of the commercial importance of Duluth than pages of glowing rhetoric could be:

Freight received (pounds)—	
Duluth & Iron Range	46,032,000
"Omaha" (est.)	200,000,000
Northern Pacific	602,750,666
St. Paul & Duluth	934,524,961
Total	1,803,307,657
Freight forwarded (pounds)—	
Duluth & Iron Range	49,116,000
"Omaha" (est.)	150,000,000
Northern Pacific	442,804,160
St. Paul & Duluth	815,348,330
Total	1,457,308,490

It has been found impossible to get a statement of business from the Omaha line, but it is believed that the estimate given is far below the truth. The grand total of freight handled by the railroads at Duluth in 1887 was 1,630,308 tons. Such figures need no comment.

ADDENDA AND ERRATA.

The News is also under obligations to Mr. O. G. Traphagen, architect, for furnishing architects' drawings for a number of the fine buildings used in this work.

And to Mr. M. A. Hays, for the article on "The Grain Trade."

Several cuts of fine residences, for which provision was made in this work, could not be used on account of delay.

The Buckingham, announced as belonging to Mr. L. Mendenhall, is owned by Mrs. Watson and Mrs. Hoopes.

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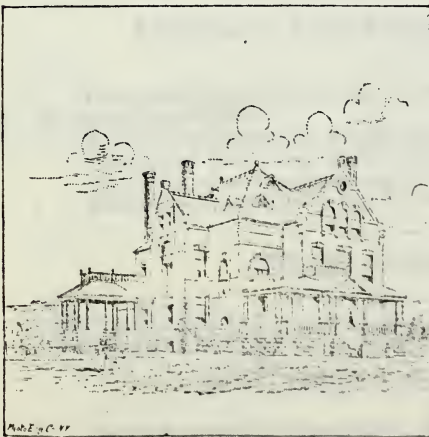
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Most Picturesque Valley and Mountain Scenery on the Pacific Coast.

The Pioneer Line Running Through Pullman Palace Sleeping Cars and Dining Cars. The Only All Rail Line to the Yellowstone National Park.

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We have on sale at St. Paul, Minneapolis and Duluth, during the Tourist Season, a Special Excursion Book Ticket, including the complete tour of the Park for \$120.00.

Through Pullman route between Duluth, Milwaukee and Chicago, and all points East and South, via Northern Pacific and Wisconsin Central Railways.

For full information apply to

JNO. C. ROBINSON.

Ticket Agent Northern Pacific R. R., Duluth, Minn.

CHAS. S. FEE, Gen'l Pass. & Ticket Agt., St. Paul, Minn.

THE DULUTH
National Bank

CAPITAL, \$300,000
SURPLUS, 50,000

DIRECTORS:

Hon. O. P. Stearns, D. A. Duncan,
Nils Hall, H. F. Williamson,
C. R. Haines, L. Mendenhall.

*In Its New Building, Corner Superior Street
and Third Avenue West.*

MERCHANTS
National Bank

DULUTH, MINN.

ORGANIZED FEBRUARY 15, 1886.

CAPITAL - - - - \$150,000
SURPLUS, - - - - 20,000

A. L. ORDEAN, Prest.
A. S. CHASE, Vice Prest.
H. A. SMITH, Cashier.

DIRECTORS:

A. L. Ordean, E. C. Swanstrom,
D. G. Cash, A. S. Chase,
A. W. Wright, W. N. Brown,
Saginaw, Mich. Mt. Pleasant, Mich.
H. A. Smith.

UNION
National Bank
OF DULUTH.

CAPITAL, \$500,000.

J. J. P. ODELL, H. A. WARE,
President. Cashier.

DIRECTORS:

C. R. Cummings, J. J. P. Odell,
J. H. Barker, Allen Marvel,
W. H. Fisher, A. M. Miller,
W. W. Spalding, James Gamble,
H. A. Ware.

U. S. Government Depositary.

*Accounts of Banks, Bankers, Corporations,
Merchants and others, received on
Favorable Terms.*

F. W. PAINE, HENRY LARDNER,
LATE CASHIER DULUTH NAT. BANK. NILES, MICHIGAN.
W. P. LARDNER.

PAINE & LARDNER,
BANKERS

DULUTH, MINN.

GENERAL BANKING BUSINESS TRANSACTED

*Accounts of Firms and Individuals
Solicited. Foreign and Domestic
Exchange Bought and Sold.*

CORRESPONDENTS:

Mercantile National Bank, National Bank of Illinois
New York. Chicago
Bank of Minnesota, Nicollet Nat'l Bank,
St. Paul. Minneapolis

The State Bank

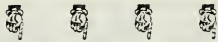
DULUTH, MINN.

W. K. ROGERS, *Pres.* OLAF STENSON, *V. P.*
M. O. HALL, *Cashier.*

DIRECTORS.

Hon. W. K. Rogers, Hon. C. H. Graves,
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Hall Bros. & Co.,

BANKERS,
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FIRST BANK IN WEST DULUTH.

CAPITAL \$50,000.

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INTEREST !

Allowed on Time Deposits.

CAPITAL \$300,000. SURPLUS \$150,000.

AMERICAN Exchange Bank,

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DIRECTORS:

H. M. Peyton, George Spencer,
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A. R. Macfarlane.

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Firms and Individuals received on fav-
orable terms. Interest allowed on
Time Deposits.

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H. M. PEYTON, *Pres.* A. R. MACFARLANE, *Cash.*
JAMES C. HUNTER, *Asst. Cashier.*

HENRY H. BELL,
Manager.

WILLIAM E. DAVIS,
Asst. Manager.

ESTABLISHED 1877.

Bell & Eyster's BANK.

3 W. Superior St. Duluth, Minn.

Paid in Capital, \$100,000.

Safety Deposit Vaults

ASSOCIATE BANK:

HENRY H. BELL & CO., Bankers,

West End, Duluth, Minn.

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R. C. SLOAN

W. C. SLOAN & CO.,
Real Estate and Investment Brokers,
NO. 1607 WEST MICHIGAN STREET.

SPECIAL Attention given to investing money for non-residents, in Duluth Real Estate. In doing this we have two methods which we follow: 1st. Charge a commission for services in making the investment. 2d. We make the investment, and when the purchased property is resold, the investor gets all his or her money back with interest at 8 per cent.; together with one-half the net profits arising from such investment. The other half we get instead of other compensation—all titles are taken in the name of the investors. Moneys placed by us usually net the owners from 15 per cent. to 60 per cent. An equal degree of care is used in making selections as to price and location for purchasers

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We have one of the Most Complete Lists in the WEST END of residence and Choice Business Property in all parts of the City. Bargains in Blocks, Lots and Acres in and adjoining WEST-SUPERIOR, WIS. PINE, IRON and FARMING LANDS bought and sold on Commission.

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LOOKED AFTER. INVESTMENT CONTRACTS ON APPLICATION.

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REFERENCES ON APPLICATION.

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Osbourne & Frazer,

NORTHWESTERN AGENTS

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In the heavy gold bevel-edge, with Chocolate and Alligator-hide face.

CALL AND SEE OUR SAMPLES.

No charge for a little attention and pains. Studio always comfortable for children. We solicit the patronage of Ladies and Gentlemen only.

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Wholesale Butter ^{and} Eggs.

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CIVIL ENGINEER

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Established in 1882.

F. L. DEVER, Assistant.

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Duluth, - - Minn.



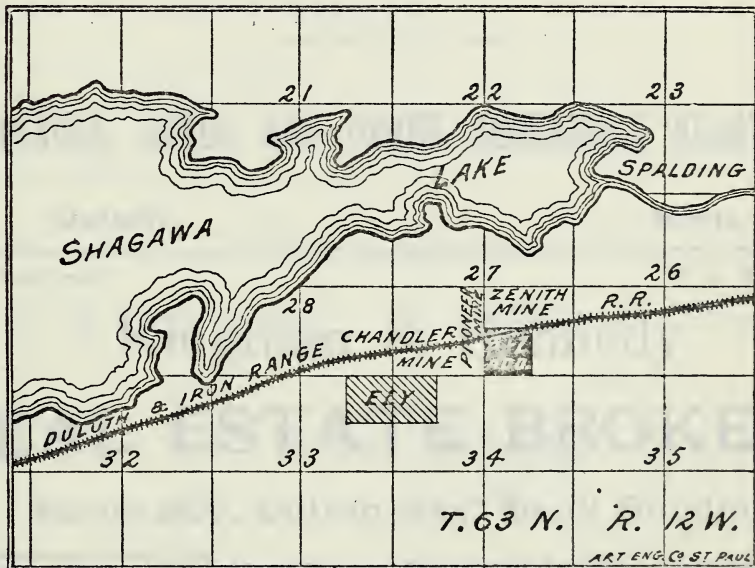
THE MAP BELOW

Shows the location of the

PIONEER AND ZENITH ADDITION TO ELY,

The Business Center of the

Coming Metropolis of the Vermilion Range.



Promising prospecting is now being done on the land to the eastward, where three mines are sure to be in working order as soon as the Railroad to Ely is completed, thus surrounding the Addition with mines on all sides except the south. This Addition is the only platted portion of the town through which the Railroad will run, assuring the location of the depot, and the northern tier of lots have been reserved for that purpose. The lay of the land is level, sloping slightly from the southern to the northern portion.

No further explanation is necessary to convince a fair-minded person that this Addition is the proper place for miners to build their homes, and merchants to have their business places.

For prices and terms on lots apply to

Hartmann & Mallet, Agts.

Fergusson Block, Duluth, Minn

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

PHYSICAL CHEMISTRY



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AMERICAN LOAN and TRUST CO.,

INCORPORATED UNDER LAWS OF MINNESOTA.

Capital, - - - \$500,000

Guaranty Fund, - \$200,000

DELL NOBLIT, President. CHARLES E. SHANNON, Vice-President.

JAMES BILLINGS, Sec. and Treas. G. A. ELDER, Attorney.

MORTGAGES, BONDS AND OTHER SECURITIES NEGOTIATED.

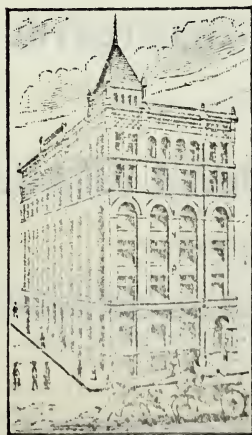
Duluth, - - - Minn.

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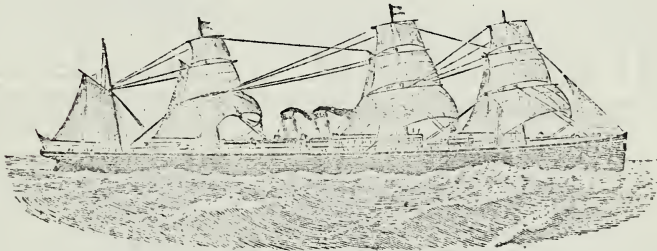
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